GEN. BAGE. AGT. S. F. MAY 1 1905 S. P. CO.

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

102

TIME TABLE

FOR THE

WESTERN DIVISION.

To Take Effect Wednesday, May 3, 1905, at 3:00 A. M.

PACIFIC STANDARD TIME, (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this schedule as circumstances may require.

E. E. CALVIN,
General Manager.

JAS. AGLER,
Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

W. S. PALMER,
Superintendent.

A. W. BAKER,
Asst. Superintendent.

WESTERN DIVISION: San Francisco and Port Costa.

FROM SAN FRANCISCO.

Third Class.						First Class.																	DISTANCE FROM SAN FRANCISCO.			TIME TABLE No. 102. May 3, 1905. STATIONS. (Foot-note ⋆)	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles.	
246	250	268	220	222	202	16	50	98	14	6	48	26	44	18	2	8	46	4	84	12	42	20							
Fresno Freight	Tracy Freight	Way Freight	C. P. Through Freight	Oregon Freight	Sacramento Freight	Oregon Express	Fresno Passenger	Vallejo and Martinez Passenger	Reno Passenger	C. P. Atlantic Express	Vallejo and Martinez Passenger	The Owl	San Ramon, Calistoga & Santa Rosa Passenger	Sacramento and Oroville Passenger	Overland Limited	Los Angeles Passenger	Martinez Passenger	C. P. Atlantic Express	Bakersfield Passenger	Oregon Express	San Ramon, Calistoga & Santa Rosa Passenger	Sacramento and Oroville Passenger							
Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Sunday Only	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						Danger Point	Caution Point
						PM LV 8.05	PM LV 8.05	PM LV 7.00	PM LV 7.00	PM LV 6.00	PM LV 5.30	PM LV 5.00	PM LV 4.00	PM LV 3.30	AM LV 11.00	AM LV 10.30	AM LV 9.30	AM LV 9.00	AM LV 8.30	AM LV 8.00	AM LV 7.30	AM LV 7.00	0.00			DN. SAN FRANCISCO			
						s 8.38	s 8.33	s 7.34	s 7.30	s 6.34	s 6.00	s 5.30	s 4.28	s 3.58	s11.30	s11.00	s 9.55	s 9.30	s 8.55	s 8.30	s 8.00	s 7.28	4.50		4.50	DN. OAKLAND PIER			
PM LV 11.20	AM LV 11.35	AM LV 8.05	AM LV 4.20	AM LV 1.00	AM LV 12.01																		5.89		1.39	DN. West Oakland W	4		
11.30	11.45	8.15	4.30	1.10	12.10	s 8.44	s 8.39	s 7.42	s 7.36	s 6.41	s 6.06	s 5.36	s 4.34	s 4.04	s11.37	s11.07	s10.01	s 9.37	s 9.01	s 8.37	s 8.06	s 7.34	6.49		0.60	D Oakland			
																							7.63		1.14	Emery	3		
						8.48	8.43	7.46	7.40	6.46	6.10	5.40	4.38	4.09	11.41	11.11	10.06	9.42	9.05	8.42	8.10	7.39	8.75		1.12	D Stock Yards			
						8.51	8.46	† 7.49	7.43	6.50	6.13	5.43	4.41	† 4.12	11.44	11.14	†10.10	9.45	9.08	8.45	8.13	† 7.43	10.42		1.67	West Berkeley	3		
						8.52	8.47	7.50	7.44	6.51	6.14	5.44	4.42	4.13	11.45	11.15	10.11	9.46	9.09	8.46	8.14	7.44	11.15		0.73	Corbin			
								f						f			f					f	11.68		0.53	Fleming			
						8.54	8.49	7.52	7.46	6.53	6.16	5.46	4.44	4.16	11.47	11.17	10.13	9.48	9.11	8.48	8.16	7.46	12.18		0.50	Nobel	3		
								f						f			f					f	12.77		0.59	Point Isabel (Spur)			
						8.57	8.51	s 7.57	7.49	6.56	6.19	5.49	4.46	s 4.20	11.49	11.20	s10.17	9.50	9.13	8.51	8.18	s 7.50	13.92		1.15	D Stege			
						9.01	** 8.54	s 8.00	7.52	6.59	6.22	5.52	4.49	s 4.23	11.52	s11.23	s10.21	9.53	9.15	s 8.54	8.21	s 7.54	16.02	Double Track.	2.10	D Richmond	3	14	20
						9.04	8.57	s 8.03	7.54	7.01	6.24	5.54	4.52	s 4.27	11.54	11.26	s10.26	9.56	9.17	8.57	8.23	s 7.58	17.59		1.57	DN. San Pablo W			
						9.07	9.01	f 8.08	7.58	7.05	6.27	5.57	4.55	s 4.32	11.57	11.30	f10.31	9.59	9.20	9.01	8.26	s 8.02	19.72		2.13	Giant	2		
						9.09	9.03	f 8.10	8.00	7.07	6.29	5.59	4.57	4.34	11.59	11.32	f10.33	10.01	9.22	9.03	8.28	8.05	20.82		1.10	Sobrante	1		
						9.15	** 9.08	s 8.17	8.06	7.12	6.34	6.04	5.02	s 4.41	PM 12.04	11.37	s10.40	10.06	9.27	9.09	8.33	s 8.12	24.02		3.20	D Pinole	4		
																							24.80		0.78	Hercules	3		
						9.19	9.12	s 8.22	8.10	7.16	6.37	6.08	5.05	s 4.46	12.07	11.42	s10.46	10.10	9.30	9.14	8.37	s 8.18	26.46		1.66	Rodeo			
																							27.48		1.02	Oleum (Spur)			
						9.22	9.15	f 8.27	8.13	7.19	6.40	6.11	5.08	f 4.50	12.11	11.45	f10.50	10.13	9.33	9.17	8.40	f 8.22	28.14		0.66	Tormey	4		
						9.23	9.16	s 8.29	8.14	7.21	s 6.42	6.12	5.09 5.15	s 4.51	12.12	s11.46	s10.52	10.14	9.34	9.18	8.41 8.48	s 8.23	29.01		0.87	D VALLEJO JUNC.			
						9.25	** 9.18	s 8.32	8.16	7.24	s 6.44	6.14	s 5.18	f 4.53	12.14	11.48	s10.55	10.16	9.36	9.21	s 8.51	s 8.26	29.97		0.96	D Crockett	1		
AM 12.50 AM AR	PM 1.05 PM AR	PM 12.45 PM AR	5.50 AM AR	2.35 AM AR	1.30 AM AR	s 9.30 PM AR	s 9.23 PM AR	s 8.40 PM AR	s 8.20 PM AR	s 7.30 PM AR	s 6.50 PM AR	s 6.18 PM AR	s 5.25 PM AR	s 5.00 PM AR	s12.20 PM AR	s11.55 AM AR	s11.00 AM AR	s10.20 AM AR	s 9.40 AM AR	s 9.25 AM AR	s 8.55 AM AR	s 8.33 AM AR	32.17		2.20	DN. PORT COSTA W	3		
Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Sunday Only	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				(32.17)			
1.30	1.30	4.45	1.30	1.35	1.29	0.52	0.50	1.06	0.50	0.56	0.50	0.48	0.57	1.02	0.50	0.55	1.05	0.50	0.55	0.55	0.55	1.05				Time over District			
17.52	17.52	5.53	17.52	16.59	17.71	31.92	33.20	25.15	33.20	29.65	33.20	34.59	30.75	26.78	33.20	30.18	25.54	33.20	30.18	30.18	30.18	25.54				Average speed per hour			

NOTE CAREFULLY.—⋆No train order semaphores at Oakland, Stock Yards, Stege, Richmond, Pinole, Vallejo Junction and Crockett, but these stations are telegraph offices.

See page 23 for special rules on double track.

Note change classification of trains.

Freight trains must not exceed 30 miles per hour west of Port Costa. See freight minimum time.

Trains must get clearance card before leaving Oakland Pier or West Oakland.

Trains will stop as follows:

† Stop on signal to receive passengers.
⋆⋆ Stop only to leave passengers daily except Sunday.
At Krieger, Nos. 18, 20 and 46 on signal.
At Eckleys, Nos. 42, 44, 46 and 48 on signal.

WESTERN DIVISION: San Francisco and Port Costa.

TOWARD SAN FRANCISCO.

Flagging distance expressed in number of poles.		Minimum running time between stations for freight trains—minutes.	TIME TABLE No. 102. May 3, 1905.	DISTANCE FROM PORT COSTA.	First Class.																
Danger Point	Caution Point		STATIONS. (Foot-note *)		13	15	25	41	81	17	47	49	3	5	83	1	43	45	7	19	11
					Reno Passenger	California Express	The Owl	Santa Rosa, Calistoga & San Ramon Passenger	Stockton and Lodi Passenger	Oroville & Sacramento Passenger	Martinez & Vallejo Passenger	Fresno and Stockton Passenger	C. P. Pacific Express	C. P. Pacific Express	Bakersfield Passenger	Overland Limited	Santa Rosa, Calistoga & San Ramon Passenger	Martinez Passenger	Los Angeles Passenger	Sacramento Passenger	California Express
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
					A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR
			DN SAN FRANCISCO 4.50	32.17	7.20	8.50	8.50	9.20	10.20	10.50	11.20	12.20	12.50	4.20	4.50	5.50	6.20	6.50	7.20	7.20	7.50
			DN OAKLAND PIER 1.39	27.67	s 6.45	s 8.10	s 8.18	s 8.50	s 9.50	s10.15	s10.50	P M s11.45	s12.20	s 3.45	s 4.17	s 5.08	s 5.50	s 6.20	s 6.40	s 6.50	s 7.15
			DN West Oakland W 0.60	26.28																	
			D Oakland 1.14	25.68	s 6.39	s 8.03	s 8.12	s 8.44	s 9.45	s10.09	s10.44	s11.38	s12.14	s 3.39	s 4.10	s 5.02	s 5.45	s 6.14	s 6.33	s 6.44	s 7.09
			Emery 1.12	24.54																	
			D Stock Yards 1.67	23.42	6.34	7.58	8.08	8.39	9.42	10.03	10.40	11.32	12.08	3.34	4.05	4.57	5.41	6.09	6.27	6.38	7.04
			West Berkeley 0.73	21.75	6.30	7.54	8.05	8.35	9.39	* 9.58	10.37	11.27	12.05	3.31	4.02	4.53	5.38	* 6.05	6.23	* 6.33	7.01
			Corbin 0.53	21.02	6.29	7.53	8.04	8.33	9.38	9.57	10.36	11.26	12.04	3.30	4.01	4.52	5.37	6.04	6.22	6.32	7.00
		28	Fleming 0.50	20.49				f		f								f			
			Nobel 0.59	19.99	6.27	7.51	8.02	8.31	9.36	9.55	10.34	11.24	12.02	3.28	3.58	4.50	5.35	6.01	6.20	6.30	6.58
			Point Isabel (Spur) 1.15	19.40														f			
14	20	See Foot-note below.	D Stege 2.10	18.25	f 6.24	7.47	7.58	s 8.27	9.34	f 9.52	10.32	*11.20	P M 11.59	3.26	3.56	4.46	5.33	s 5.57	6.15	* 6.27	6.55
			D Richmond 1.57	16.15	f 6.21	7.44	7.55	s 8.24	9.31	s 9.48	10.29	s11.16	11.56	3.23	3.52	4.43	5.30	s 5.52	6.11	f 6.23	* 6.52
			DN San Pablo W 2.13	14.58	6.18	7.42	7.53	s 8.21	9.29	s 9.45	10.27	*11.13	11.54	3.21	3.50	4.40	5.28	s 5.49	6.08	* 6.20	6.50
			Giant 1.10	12.45	6.14	7.38	7.49	f 8.16	9.25	s 9.40	10.24	f11.09	11.51	3.17	‡ 3.46	4.36	5.24	f 5.43	6.05	6.15	6.46
			Sobrante 3.20	11.35	6.12	7.36	7.47	8.14	9.23	f 9.38	10.22	11.07	11.49	3.15	3.43	4.34	5.22	f 5.41	6.03	6.13	6.44
			D Pinole 0.78	8.15	6.06	7.30	7.41	s 8.05	9.18	s 9.32	10.18	s11.01	11.44	3.09	s 3.38	4.28	5.17	s 5.35	5.57	s 6.06	6.39
			Hercules 1.66	7.37																	
		37	Rodeo 1.02	5.71	6.02	7.26	7.36	s 8.02	9.14	s 9.27	10.15	f10.55	11.40	3.05	3.34	4.23	5.13	s 5.28	5.52	6.01	6.35
			Oleum (Spur) 0.66	4.69																	
			Tormey 0.87	4.03	5.57	7.22	7.32	f 7.57	9.10	9.23	10.12	10.51	11.37	3.02	3.31	4.19	5.09	f 5.24	5.48	5.57	6.32
			D VALLEJO JUNC. 0.96	3.16	5.56	7.21	7.31	{ 7.56 { 7.52	9.09	s 9.21	s10.11	s10.50	11.36	3.01	f 3.30	4.18	{ 5.08 { 5.00	s 5.22	5.47	* 5.55	s 6.31
			D Crockett 2.20	2.20	5.54	7.19	7.29	s 7.47	9.07	* 9.19	s10.09	f10.48	11.34	2.59	3.28	4.16	s 4.58	s 5.20	5.45	s 5.53	* 6.29
			DN PORT COSTA W	0.00	5.50	7.15	7.25	7.43	9.03	9.15	10.05	10.43	11.30	2.55	3.24	4.12	4.53	5.15	5.40	5.48	6.25
			(32.17)		A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
			Time over District		0.55	0.55	0.53	1.07	0.47	1.00	0.45	1.02	0.50	0.50	0.53	0.56	0.57	1.05	1.00	1.02	0.50
			Average speed per hour		30.18	30.18	31.33	24.78	35.32	27.67	36.88	26.78	33.20	33.20	31.33	29.47	29.12	25.54	27.67	26.78	33.20

Double Track.

STATIONS.	DISTANCE FROM PORT COSTA.	Third Class.							
		201	265	219	241	249	267	217	221
		Oregon Freight	Freight	Ogden Freight	El Paso Freight	Tracy Freight	Way Freight	Ogden Freight	Oregon Freight
		Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily
DN SAN FRANCISCO	32.17								
DN OAKLAND PIER	27.67								
DN West Oakland W	26.28	A M AR 2.00	A M AR 4.15	A M AR 6.35	A M AR 9.30	P M AR 3.00	P M AR 5.25	P M AR 7.30	P M AR 9.00
D Oakland	25.68	1.50	4.05	6.25	9.20	2.50	5.15	7.20	8.50
Emery	24.54								
D Stock Yards	23.42								
West Berkeley	21.75								
Corbin	21.02								
Fleming	20.49								
Nobel	19.99								
Point Isabel (Spur)	19.40								
D Stege	18.25								
D Richmond	16.15								
DN San Pablo W	14.58								
Giant	12.45								
Sobrante	11.35								
D Pinole	8.15								
Hercules	7.37								
Rodeo	5.71								
Oleum (Spur)	4.69								
Tormey	4.03								
D VALLEJO JUNC.	3.16								
D Crockett	2.20								
DN PORT COSTA W	0.00	12.30 A M LV	2.45 A M LV	5.05 A M LV	8.05 A M LV	1.30 P M LV	1.50 P M LV	5.55 P M LV	7.30 P M LV
		Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily
Time over District		1.30	1.30	1.30	1.25	1.30	3.35	1.35	1.30
Average speed per hour		17.52	17.52	17.52	18.55	17.52	7.28	16.59	17.52

NOTE CAREFULLY.—*No train order semaphores at Oakland, Stock Yards, Stege, Richmond, Pinole, Vallejo Junction and Crockett, but these stations are telegraph offices.

See page 23 for special rules on double track.

Note change classification of trains.

Freight trains must not exceed 30 miles per hour west of Port Costa. See freight minimum time.

Trains must get clearance card before leaving Port Costa.

Trains will stop as follows:

- * Stop only to leave passengers.
- * No. 19 will make such stop for passengers from East or South Port Costa.
- * No. 11 will make such stop for passengers from East of Suisun.
- ‡ Stop on signal, Saturdays only, to receive passengers.

At Krieger, Nos. 45 and 17 on signal.

At Eckleys, Nos. 41, 45 and 47 on signal.

WESTERN DIVISION: Port Costa and Sacramento.

FROM SAN FRANCISCO.

Third Class.							Second Class.		First Class.							DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 102. May 3, 1905.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles	
276	270	274	272	220	222	202	54	56	16	14	18	2	4	12	20					
Red Bluff Freight	Red Bluff Freight	Way Freight	Portland Fast Freight	C. P. Through Freight	Oregon Freight	Sacramento Freight	Oroville Passenger	Oroville Passenger	Oregon Express	Reno Passenger	Sacramento and Oroville Passenger	Overland Limited	C. P. Atlantic Express	Oregon Express	Sacramento Passenger		STATIONS.		Danger Point	Caution Point
Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
									PM LV 8.05	PM LV 7.00	PM LV 3.30	AM LV 11.00	AM LV 9.00	AM LV 8.00	AM LV 7.00	0.00	SAN FRANCISCO 32.17			
		Ferry AM LV		Ferry AM LV	Ferry AM LV	Ferry AM LV			Ferry PM LV	Ferry PM LV	Ferry PM LV	Ferry PM LV	Ferry AM LV	Ferry AM LV	Ferry AM LV	32.17	DN.PORT COSTA W 1.08			
		Foot-note 6.50		Foot-note 6.40	3.25	2.20			s10.00	s 8.45	Foot-note s 5.25	12.45	s10.50	s 9.50	Foot-note s 8.55	33.25	Double Track. DN BENICIA W 0.88			
		6.55		6.43	3.28	2.23			10.02	8.47	5.27	12.47	10.52	9.52	f 8.57	34.13	Mail Dock 0.73	2		
		7.00		6.47	3.30	2.26			10.03	8.48	f 5.28	12.48	10.53	9.53	f 8.58	34.86	Army Point 0.68			
		7.05		6.49	3.32	2.29			10.04	8.50	5.30	Foot-note 12.49	10.55	9.55	8.59	35.54	Arsenal 3.47	6		
		7.22		7.03	3.48	2.43			10.11	8.57	f 5.47	12.54	11.02	10.02	f 9.07	39.01	DN.Goodyear W 1.03			
																40.04	★ Hoyt (Spur) 3.15	6		
		7.40		7.19	4.00	3.14			10.19	** 9.06	f 5.55	1.01	11.10	10.10	f 9.15	43.19	Cygnus 1.00			
		7.45		7.22	4.03	3.17			10.21	** 9.08	f 5.57	1.03	11.12	10.12	f 9.17	44.19	Teal 2.44			
		7.58		7.32	4.11	3.25			10.26	9.13	6.02	1.07	11.18	10.17	9.22	46.63	Sprig 2.87	8		
		8.15 9.28		7.45	4.22	3.35 4.52			s10.34	s 9.19	s 6.08	1.12	s11.24	s10.22	s 9.28	49.50	DN.SUISUN W 3.18			
		10.03		8.13	4.45	5.10			10.40	9.24	s 6.15	1.17	11.30	10.28	s 9.35	52.68	Tolenas 2.15	3		
											f				f	54.83	Vanden 1.52	3	14	20
		10.35		8.30	5.05	5.30			10.47	9.32	f 6.22	1.22	11.36	10.35	f 9.42	56.35	Cannon 3.97			
		11.44		8.52	5.20	5.53			10.53	s 9.40	s 6.33	1.27	s11.44	s10.42	s 9.53	60.32	DN ELMIRA W 4.83	4		
		PM 12.20		9.06	5.45	6.20			11.02	9.48	s 6.42	Foot-note 1.38	11.51	10.52	s10.02	65.15	D Batavia 3.35	5		
		1.00 1.42		9.16	5.53	7.02			11.08	s 9.54	s 6.48	1.42	11.56	10.58	s10.08	68.50	DN Dixon W 4.27	3		
		2.05		9.28	6.05	7.32			11.17	10.02	f 6.57	1.47	PM 12.03	11.07	f10.16	72.77	Tremont 2.79	4		
																75.56	Briggston (Spur) 1.00	3		
PM LV 6.30	PM LV 5.55	2.38	PM LV 12.10	9.45	6.20 6.45	8.00	PM LV 4.30	AM LV 7.25	s11.25	s10.10	7.07 7.15	1.51	s12.10	11.15 AM AR	10.22 10.28	76.56	DN.DAVIS W 3.72	1		
							f				f				f	80.28	Swingle (Spur) 1.16	5		
7.00	6.10	3.45	12.33	10.04	7.15	8.35	f†4.38	7.33	11.33	10.18	7.23	1.57	12.18		10.37	81.44	DN Webster 3.43			
7.08	6.20	3.56	12.45	10.18	7.28	8.47	4.44	7.39	11.39	10.24	7.29	2.02	12.24		10.43	84.87	★ Kobe 1.37			
																86.24	Lovdal (Spur) 1.40	6		
7.14	6.29	4.04	1.06	10.30	7.44	9.02	4.49	7.44	11.44	10.29	7.34	2.07	12.29		10.49	87.64	Mikon 2.15			
7.25 PM AR	6.40 PM AR	4.15 PM AR	1.20 PM AR	10.45 AM AR	8.05 AM AR	9.10 AM AR	4.55 PM AR	7.50 AM AR	11.50 PM AR	10.35 PM AR	7.40 PM AR	2.15 PM AR	12.35 PM AR		10.55 AM AR	89.79	DN.SACRAMENTO	4		
Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		(56.54)			
0.40	0.40	8.35	0.50	4.05	4.35	6.50	0.25	0.25	1.50	1.50	2.15	1.30	1.45	1.25	2.00		Time over District.			
19.84	19.84	7.67	15.87	13.84	13.34	10.18	31.75	31.75	30.84	30.84	25.12	37.69	32.31	30.57	28.27		Average speed per hour.			

☞NOTE CAREFULLY—Changes in classification of trains; 269 daily except Monday.

FOOT-NOTES.—No. 5 will take siding for No. 2 at Batavia.

Nos. 15, 220 and 274, 17 and 20, 2 and 273, 19 and 18, may on their rights meet on double track between Arsenal and Benicia.

West-bound trains are superior to trains of the same class in the opposite direction. (See Rule 81.)

Trains must get clearance card before leaving Benicia or Davis, except No. 2, which may be cleared at Davis by semaphore.

Extra trains may pass, or run ahead of, third class trains without receiving an order to do so.

★ Kobe length 1242 feet.

★ Frog out.

Trains will stop as follows:

** Stops Tuesdays and Saturdays during shooting season.

† At Sheep Camp, 1¼ miles east of Webster, Train No. 54 on signal Sundays only.

At Joyce, Trains Nos. 14, 18 and 20 on signal.

WESTERN DIVISION: Port Costa and Sacramento.

TOWARD SAN FRANCISCO.

Flagging distance expressed in number of poles. Danger Point	Caution Point	Minimum running time between stations for freight trains—minutes.	TIME TABLE No. 102. May 3, 1905. STATIONS.	DISTANCE FROM SACRAMENTO.	First Class. 13 Reno Passenger Daily	15 California Express Daily	17 Oroville and Sacramento Passenger Daily	5 C. P. Pacific Express Daily	1 Overland Limited Daily	19 Sacramento Passenger Daily	11 California Express Daily	Second Class. 53 Oroville Passenger Daily	55 Oroville Passenger Daily	Third Class. 273 Way Freight Daily Ex. Sun.	271 Portland Fast Freight Daily	275 Marysville Freight Daily	269 Red Bluff Freight Daily Ex. Mon.	221 Oregon Freight Daily	201 Ogden Freight Daily	219 Ogden Freight Daily
			SAN FRANCISCO 32.17	89.79	AM AR 7.20	AM AR 8.50	AM AR 10.50	PM AR 4.20	PM AR 5.50	PM AR 7.20	PM AR 7.50									
14	20		**DN PORT COSTA** W 1.08	57.62	Ferry	Ferry	Ferry	Ferry	Ferry	Ferry	Ferry			Ferry				Ferry	Ferry	Ferry
		3	**DN. BENICIA** W 0.88	56.54	AM AR s 5.25	AM AR Foot-note s **6.45**	AM AR Foot-note s **8.55**	PM AR s 2.30	PM AR s 3.50	PM AR Foot-note s **5.25**	PM AR s 6.00			PM AR 1.00				PM AR 6.40	PM AR 11.40	AM AR 4.15
		12	**Mail Dock** 0.73	55.66	5.20	6.41	8.49	2.27	3.47	f 5.20	5.56			12.50				6.32	11.35	4.10
			Army Point 0.68	54.93	5.18	6.39	f 8.48	2.26	3.45	f 5.18	5.54			12.44				6.28	11.30	4.07
			Arsenal 3.47 Double Track.	54.25	5.17	Foot-note **6.38**	8.47	2.24	3.43	5.17	5.53			Foot-note **12.40**				6.25	11.25	4.03
		8	**DN. Goodyear** W 1.03	50.78	5.12	6.32	s 8.40	2.19	3.37	s 5.09	**5.47**			12.17				6.12	11.12	**3.48**
			* **Hoyt** (Spur) 3.15	49.75																
		12	**Cygnus** 1.00	46.60	5.04	6.24	f 8.32	2.13	3.31	f 5.00	**5.38**			PM 11.55				**5.55** **5.28**	10.57	**3.14**
			Teal 2.44	45.60	5.02	6.22	f 8.30	2.11	3.29	f 4.58	5.36			11.51				5.20	10.53	3.02
			Sprig 2.87	43.16	4.57	6.17	8.25	2.07	3.25	4.53	5.30			11.38				5.05	10.44	2.50
		6	**DN. SUISUN** W 3.18	40.29	s **4.52**	s 6.12	s **8.20**	2.02	3.20	s **4.48**	s 5.25			**11.24**				**4.48**	**10.34**	2.35
		4	**Tolenas** 2.15	37.11	**4.45**	6.06	s **8.13**	1.57	3.15	s 4.41	5.18			**10.28** **10.03**				4.15	**9.24**	2.03
		3	**Vanden** 1.52	34.96			f			f										
		8	**Cannon** 3.97	33.44	4.38	5.59	f 8.05	1.52	3.09	f 4.33	5.12			**9.42**				4.02	8.55	1.50
		10	**DN. ELMIRA** W 4.83	29.47	s 4.32	s **5.53**	s 7.58	1.46	3.03	s 4.26	5.05 5.01			**8.52**				3.47	8.30	1.35
		6	D **Batavia** 3.35	24.64	4.23	**5.45**	s 7.47	Foot-note **1.38**	2.56	s 4.16	* 4.50			8.10				3.28	8.00	1.15
		9	**DN. Dixon** W 4.27	21.29	4.18	5.39	s **7.41**	**1.31**	2.51	s 4.10	s 4.43			**7.41** **7.02**				3.17	7.42	1.02
		8	**Tremont** 2.79	17.02	4.12	5.32	f **7.32**	1.25	2.44	f 4.01	4.36			6.37				3.00	7.23	12.46
			Briggston (Spur) 1.00	14.23																
		10	**DN. DAVIS** W 3.72	13.23	s 4.05	s 5.25	s **7.25**	1.20	**2.38**	s 3.55	4.30 PM LV	AM AR **11.20**	PM AR **7.10**	**6.20** 5.45	AM AR **6.25**	AM AR 9.00	AM AR **9.45**	**2.38**	**7.07** **5.55**	12.30
			Swingle (Spur) 1.16	9.51			f			f		f	f							
		12	**DN. Webster** 3.43	8.35	3.57	**5.15**	**7.15**	1.13	2.30	**3.45**		11.11	**7.00**	**5.15**	6.00	**8.35**	9.25	**1.57**	5.35	12.05
			* **Kobe** 1.37	4.92	3.50	5.10	7.10	1.09	2.25	3.40		11.05	6.54	4.50	5.49	8.26	9.12	1.35	5.23	AM 11.54
			Lovdal (Spur) 1.40	3.55																
		7	**Mikon** 2.15	2.15	3.46	5.06	7.06	**1.06**	2.21	3.36		11.01	6.50	4.38	5.40	8.18	**9.02**	1.27	5.15	**11.44**
			DN. SACRAMENTO (56.54)	0.00	3.40 AM LV	5.00 AM LV	7.00 AM LV	1.00 PM LV	**2.15** PM LV	3.30 PM LV		**10.55** AM LV	**6.45** PM LV	4.30 AM LV	5.30 AM LV	**8.10** AM LV	8.50 AM LV	**1.20** PM LV	**5.05** PM LV	11.25 PM LV
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily Ex. Mon.	Daily	Daily	Daily
			Time over District		1.45	1.45	1.55	1.30	1.35	1.55	1.30	0.25	0.25	8.30	0.55	0.50	0.55	5.20	6.35	4.40
			Average speed per hour		32.31	32.31	29.50	37.69	35.77	29.50	28.81	31.75	31.75	6.49	14.43	15.87	14.43	10.60	8.58	12.11

☞**NOTE CAREFULLY—Changes in classification of trains; 269 daily except Monday.**

FOOT-NOTES.—No. 5 will take siding for No. 2 at Batavia.

Nos. 15, 220 and 274, 17 and 20, 2 and 273, 19 and 18, may on their rights meet on double track between Arsenal and Benicia.

West-bound trains are superior to trains of the same class in the opposite direction. (See Rule 81.)

Trains must get clearance card before leaving Sacramento or Davis, except Nos. 1 and 5, which may be cleared at Davis by semaphore.

Extra trains may pass, or run ahead of, third class trains without receiving an order to do so.

* Kobe length 1242 feet.

* Frog out.

Trains will stop as follows:

⋆ No. 11 will stop only to leave passengers from north of Davis.
At Joyce, Trains Nos. 17 and 19 on signal.

WESTERN DIVISION: Port Costa, San Ramon and Tracy.

FROM SAN FRANCISCO.

Third Class.		Second Class.							First Class.					DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 102. May 3, 1905.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles	
246	250	198	148	144	146	58	142	60	50	6	26	8	84					
Fresno Freight	Tracy Way Freight	Martinez Passenger	Martinez Passenger	San Ramon Passenger	Martinez and Concord Passenger and Freight	Martinez Passenger	San Ramon Passenger and Freight	San Ramon Passenger	Fresno Passenger	C. P. Atlantic Express	The Owl	Los Angeles Passenger	Bakersfield Passenger					
Daily	Daily Ex. Sun.	Sunday Only	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Sunday Only	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily	Daily	Daily		STATIONS.		Danger Point	Caution Point
		PM LV 7.00	PM LV 5.30	PM LV 4.00	AM LV 9.30	AM LV 9.30	AM LV 7.30	AM LV 7.30	PM LV 8.05	PM LV 6.00	PM LV 5.00	AM LV 10.30	AM LV 8.30	0.00	**SAN FRANCISCO** 32.17			
AM LV 12.50	PM LV **1.15**	PM LV 8.40	PM LV 6.50	PM LV **5.38**	AM LV 11.00	AM LV 11.00	AM LV **9.03**	AM LV **9.03**	PM LV 9.25	PM LV 7 30	PM LV 6.20	AM LV 11.58	AM LV 9.45	32.17	DN. **PORT COSTA** W 3.47	7	14	20
1.03	2.05	8.50 PM AR	7.00 PM AR	s 5.47	11.10 **11.20**	11.10 AM AR	s 9.20	s 9.13	s 9.34	7.40	6.29	PM s **12.07**	s **9.53**	35.64	D **MARTINEZ** W 1.24	5		
														36.88	**Ertz** 0.90			
				f			f	f						37.78	**Peyton** 1.37			
1.14	2.35			s 5.53	s **11.35**		s 9.35	s 9.25	* 9.41	7.46	6.34	12.13	† 9.58	39.15	D **AVON**			
															San Ramon Branch.			
				5.53	11.35		9.35	9.25						39.15	D **AVON** 4.40	7	14	20
				s 6.03	s11.55 AM AR		s10.20	s 9.35						43.55	D **Concord** W 0.74	5		
														44.29	**Nacio** 1.86			
				f 6.08			f10.40	f 9.41						46.15	**Hookston** 3.00	5		
				s 6.15			s10.48	s 9.48						49.15	D **Walnut Creek** 4.40	8		
				s 6.23			s11.05	s 9.58						53.55	**Hemme** 2.20	4		
				s 6.28			s11.13	s10.03						55.75	D **Danville** 1.70	3		
				f			f	f						57.45	**Osage** 1.40	2		
				6.35 PM AR			11.25 AM AR	10.10 AM AR						58.85	**SAN RAMON**			
1.14	2.35								9.41	7.46	6.34	12.13	9.58	39.15	D **AVON** 3.09	4	14	20
1.25	**3.03**								f 9.46	7.50	6.39	12.18	f10.03	42.24	D **Bay Point** 3.26	4		
1.45	3.25								f 9.52	7.55	6.44	12.23	Foot-note f **10.12**	45.50	**McAvoy** 4.39	5		
2.00	**4.02**								s10.00	8.02	6.50	*12.31	s **10.18**	49.89	DN. **Cornwall** W 1.87	2		
2.06	4.10								f10.03	8.05	6.52	12.34	f10.21	51.76	**Los Medanos** 2.30	3		
														54.06	**Empire** 0.48			
2.15	**4.48**								s10.10	8.08	6.55	*12.39	s10.25	54.54	D **Antioch** 3.91	4		
2.28	5.10								f10.16	8.15	7.01	12.46	f10.31	58.45	**Neroly** 4.25	4		
2.42	5.35								s10.25	8.22	7.06	*12.52	s **10.42**	62.70	DN. **Brentwood** W 5.13	5		
2.58	6.20								s10.37	* 8.29	7.13	* 1.01	s10.50	67.83	D **Byron** 4.85	5		
3.13	6.40								f10.44	8.37	7.19	1.08	f10.58	72.68	**Herdlyn** 3.96	4		
3.27	7.00								s10.52	8.42	7.24	1.14	f11.07	76.64	DN. **Bethany** 3.41	7		
3.38	**7.29**								**10.58**	8.48	**7.29**	1.19	11.13	80.05	**Janney** 3.20			
4.00 AM AR	7.50 PM AR								11.05 PM AR	s 8.55 PM AR	s 7.35 PM AR	¶ **1.25** PM AR	¶11.20 AM AR	83.25	DN. **TRACY** W			
Daily	Daily Ex. Sun.	Sunday Only	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Sunday Only	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily	Daily	Daily		(51.08)			
3.10	6.35	0.10	0.10	0.57	0.55	0.10	2.22	1.07	1.40	1.25	1.15	1.27	1.35		Time over District			
16.13	7.75	20.82	20.82	28.79	11 32	20.82	11.55	23.89	30.64	36.05	40.86	35.22	32.26		Average speed per hour			

☞ **FOOT-NOTES.**—No. 49 will wait at McAvoy until 10:15 a. m. for No. 84; 49 will take siding.
No. 142 is superior to No. 143.
No. 146 is superior to No. 145.

☞ **NOTE CAREFULLY**—Changes in classification of trains.
West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.
Trains must get clearance card before leaving Port Costa.
Extra trains may pass, or run ahead of, third class trains without receiving an order to do so.

Trains will stop as follows:

- ⋆ Stop only to leave passengers.
- † Stop on signal to receive passengers.

At Nevada Dock, Trains Nos. 144, 146, 148, 198, 58 and 60 on signal.
At Widbero, all passenger trains on signal.

WESTERN DIVISION: Port Costa, San Ramon and Tracy.

TOWARD SAN FRANCISCO.

Flagging distance expressed in number of poles: Danger Point	Flagging distance expressed in number of poles: Caution Point	Minimum running time between stations for freight trains—minutes	TIME TABLE No. 102. May 3, 1905. STATIONS.	DISTANCE FROM TRACY.	First Class.						Second Class.						Third Class.			
					25	81	49	3	83	7	141	147	143	59	145	57	241	249	217	265
					The Owl	Stockton and Lodi Passenger	Fresno and Stockton Passenger	C. P. Pacific Express	Bakersfield Passenger	Los Angeles Passenger	San Ramon Passenger	Martinez Passenger	San Ramon Passenger and Freight	San Ramon Passenger	Martinez and Concord Passenger and Freight	Martinez Passenger	El Paso Freight	Tracy Way Freight	Ogden Freight	Freight
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily Ex. Sun.	Sunday Only	Daily	Daily Ex. Sun.	Daily	Daily
			SAN FRANCISCO 32.17	83.25	A M AR 8.50	A M AR 10.20	P M AR 12.20	P M AR 12.50	P M AR 4.50	P M AR 7.20	A M AR 9.20	A M AR 11.20	P M AR 6.20	P M AR 6.20	P M AR 6.50	P M AR 6.50				
14	20	12	DN. PORT COSTA W 3.47	51.08	A M AR s 7.25	A M AR s **9.03**	A M AR s10.40	A M AR s 11.28	P M AR s 3.24	P M AR s **5.38**	A M AR s 7.38	A M AR s10.03	P M AR s 4.45	P M AR s 4.45	P M AR s 5.05	P M AR s 5.10	A M AR 8.00	P M AR **1.15**	P M AR **5.28**	A M AR 2.45
		11	D MARTINEZ W 1.24	47.61	7.16	⋆ 8.55	s10.30	**11.20**	s 3.15	s 5.28	s 7.28	**9.53** A M LV	s **4.27**	s 4.35	**4.45** 3.45	**5.00** P M LV	7.45	**12.07** P M	**5.10**	2.29
			Ertz 0.90	46 37																
			Peyton 1.37	45.47			f				f		f	f						
			D AVON	44.10	**7.10**	8.48	10.23	11.14	3.08	5.21	**7.22**		4.11	4.27	3.30		**7.22**	**11.35**	4.45	2.13
14	20	11	D AVON 4.40 San Ramon Branch.	44.10							s 7.22		s 4.11	s 4.27	s 3.30					
		6	D Concord W 0.74	48.50							s 7.10		s 3.47	s 4.16	3.15 P M LV					
			Nacio 1.86	49.24																
		7	Hookston 3.00	51.10							f 7.03		f 3.10	f 4.08						
		11	D Walnut Creek 4.40	54.10							s 6.54		s 2.58	s 4.01						
		6	Hemme 2.20	58.50							s 6.43		s 2.40	s 3.49						
		4	D Danville 1.70	60.70							s 6.37		s 2.32	s 3.43						
		4	Osage 1.40	62.40							f		f	f						
			SAN RAMON	63.80							6.30 A M LV		2.20 P M LV	3.35 P M LV						
14	20	7	D AVON 3.09	44.10	**7.10**	8.48	s10.23	11.14	3.08	⋆ 5.21							**7.00**	11.35	4.45	2.13
		7	D Bay Point 3.26	41.01	7.05	8.43	f10.18	**11.09**	**3.03**	f 5.14							6.48	**11.09**	4.33	2.00
		9	McAvoy 4.39	37.75	6.59	8.38	Foot-note f **10.12**	11.04	2.58	f 5.07							6.35	10.38	4.20	**1.45**
		4	DN. Cornwall W 1.87	33.36	6.53	f 8.32	s **10.03**	10.58	f 2.51	s 4.57							6.18	**10.18** **9.53**	**4.02**	1.20
		6	Los Medanos 2.30	31.49	6.50	8.28	f 9.59	10.56	2.47	f 4.53							6.10	9.35	3.45	1.12
			Empire 0.48	29.19																
		8	D Antioch 3.91	28.71	6.47	s 8.25	s 9.53	10.52	s 2.43	s **4.48**							5.58	9.15	3.32	12.58
		9	Neroly 4.25	24.80	6.39	8.19	f 9.46	10.47	2.37	f 4.41							5.43	8.56	3.17	12.40
		11	DN. Brentwood W 5.13	20.55	6.33	f 8.13	s 9.39	**10.42**	f 2.31	s 4.34							5.25	8.40	2.58	12.20 A M
		10	D Byron 4.85	15.42	6.25	f **8.07**	s 9.28	10.30	f 2.23	s 4.23							5.02	**8.07**	2.37	11.50
		8	Herdlyn 3.96	10.57	6.18	8.01	f 9.18	10.22	**2.15**	4.13							4.42	7.30	**2.15**	11.30
		14	DN. Bethany 3.41	6.61	6.12	7.56	s 9.12	10.17	2.10	f 4.06							4.27	7.12	1.50	11.13
			Janney 3.20	3.20	6.07	7.51	9.07	10.12	2.05	4.00							4.12	6.55	1.37	**10.58**
			DN. TRACY W (51.08)	0.00	6.02 A M LV	7.47 A M LV	9.02 A M LV	10.07 A M LV	2.00 P M LV	3.55 P M LV							**4.00** A M LV	6.40 A M LV	**1.25** P M LV	10.35 P M LV
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily Ex. Sun.	Sunday Only	Daily	Daily Ex. Sun.	Daily	Daily
			Time over District		1.23	1.16	1 38	1.21	1.24	1.43	1.08	0.10	2.25	1.10	1.50	0.10	4.00	6.35	4.03	4.10
			Average speed per hour		36.92	40.32	31.27	37 84	36.48	29.75	23.37	20.82	10.97	22.72	12.45	20.82	12.35	7.76	12.61	12.26

☞ **FOOT-NOTES.**—No. 49 will wait at McAvoy until 10:15 a.m. for No. 84; 49 will take siding.
No. 142 is superior to No. 143.
No. 146 is superior to No. 145.

☞ **NOTE CAREFULLY**—Changes in classification of trains.
West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.
Trains must get clearance card before leaving Tracy.
Extra trains may pass, or run ahead of, third class trains without receiving an order to do so.

Trains will stop as follows:
⋆ Stop only to leave passengers.
At Nevada Dock, Trains Nos. 145 and 147 on signal.
At Widbero, all passenger trains on signal.

WESTERN DIVISION: Tracy and Mendota.

FROM SAN FRANCISCO.

TOWARD SAN FRANCISCO.

Third Class.		First Class.		Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA ANTIOCH.		TIME TABLE No. 102. May 3, 1905. STATIONS.		DISTANCE FROM MENDOTA VIA PORT COSTA.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		First Class.	Third Class.	
248 ★ Way Freight Daily	246 Passenger and Freight Daily	26 The Owl Daily	36 Visalia Passenger Daily	Danger Point	Caution Point								Danger Point	Caution Point	35 Visalia Passenger Daily	247 ★ Way Freight Daily	241 El Paso Freight Daily
		PM LV 5.00	AM LV 8.30				0.00		SAN FRANCISCO 83.25		175.45				PM AR 4.20		
AM LV 10.00	AM LV 5.20	PM LV 7.40	AM LV 11.35	14	20		83.25	DN	TRACY 2.58	W	92.20		14	20	PM AR ¶12.40	PM AR 4.10	AM AR 3.10
10.10	5.30	7.45	11.40			9	85.83		Lyoth A. & S. J. Crossing 3.02		89.62	14			12.35	3.55	3.00
10.22	5.39	7.49	f11.46				88.85		Yarmouth 4.60		86.60				f12.30	3.43	2.48
10.40	f 5.52	7.56	s11.52			6	93.45		Vernalis 2.40		82.00	10			s12.23	3.25	2.32
			f			4	95.85		Cowell (Spur) 1.35		79.60	8			f		
10.54	6.03	8.02	11.58				97.20		Hally 4.05		78.25				12.14	3.10	2.17
11.10	f 6.14	8.08	PM s **12.07**			5	101.25	DN	Westley 7.10	W	74.20	10			s **12.07** PM	2.55	2.04
11.53	f 6.37	8.20	f12.21			8	108.35		Emerald 5.70		67.10	16			f **11.53**	2.20	1.35
PM **12.32**	f 6.54	8.28	s **12.32**			7	114.05	D	Crow's Landing 6.30		61.40	14			s11.42	1.50	1.17
1.10 1.40	s 7.15	s 8.38	s **12.44**			7	120.35	DN	Newman 4.00	W	55.10	15			s11.29	**1.10** **12.39**	12.55
1.55	f 7.28	8.45	f12.52			4	124.35		Gustine 3.40		51.10	9			f11.22	12.10 PM	12.37
2.06	f 7.37	8.50	f12.57			4	127.75		Linora 2.50		47.70	8			f11.14	11.55	12.27
2.15	f 7.45	8.54	s 1.03			3	130.25		Ingomar 6.40		45.20	6			s11.10	11.44	12.18 AM
2.45	f 8.05	9.05	s 1.16			7	136.65	D	Volta 4.70		38.80	14			s **10.58**	**10.58**	11.58
3.50	s 8.28	s 9.13	s 1.27			6	141.35	DN	Los Banos 7.80	W	34.10	10			s10.47	9.50	11.45
4.20	f **9.03**	9.24	f 1.42			9	149.15		Agatha 4.70		26.30	18			f10.33	**9.03**	11.05
5.30	f 9.17	9.30	s 1.50			6	153.85	D	Dos Palos 6.80		21.60	12			s10.25	8.30	10.46
5.55	f 9.35	9.42	f 2.03			8	160.65		Oxalis 6.40		14.80	16			f10.14	7.59	10.20
6.20	f **10.04**	**9.55**	s 2.14			8	167.05	DN	Firebaugh 4.56	W	8.40	16			s **10.04**	7.35	**9.55**
6.37	f10.17	10.03	2.22			6	171.61		Cromir 3.84		3.84	12			9.56	7.15	9.28
7.00 PM AR	10.30 AM AR	10 10 PM AR	2.30 PM AR			5	175.45	DN	MENDOTA (92.20)	W	0.00	10			9.50 AM LV	7.00 AM LV	9.15 PM LV
Daily	Daily	Daily	Daily												Daily	Daily	Daily
9.00	5.10	2.30	2.55						Time over District						2.50	9.10	5.55
10.24	17.84	36.88	31.60						Average speed per hour						32.54	10.06	15.58

☞ **NOTE CAREFULLY—Changes in Classification of Trains.**

★ Nos. 247 and 248 may carry passengers.

All trains will approach Tracy yard under full control, prepared to stop if found necessary.

Nos. 35 and 36 will stop on signal at house of Los Banos Gun Club west of Agatha to let off and pick up passengers.

Trains must get clearance card before leaving Tracy or Mendota.

West-bound trains are superior to trains of the same class in the opposite direction. (See Rule 81.)

Extra trains may pass, or run ahead of, third class trains without receiving an order to do so.

WESTERN DIVISION.

VALLEJO FERRY.

FROM SAN FRANCISCO.

STATIONS.	18 Daily		2 Daily	8 Daily	46 Daily	4 Daily	84 Daily	12 Daily	42 Daily	20 Daily	
	PM	PM	AM	AM	AM	AM	AM	AM	AM	AM	AM
Lv San Francisco Ar	3.30		11.00	10.30	9.30	9.00	8.30	8.00	7.30	7.00	
Ar Vallejo Junction Lv	s 4.51		12.12	s11.46	s10.52	10.14	9.34	9.18	s 8.41	s 8.23	
		Daily		Daily					Daily		Daily
Lv Vallejo Junction Ar				11.46					8.48		
South Vallejo		4.00		PM *12.01					9.03		7.00
Ar No. Vallejo Wharf Lv		4.10		12.10					9.15		7.15
	PM	PM	PM	PM	AM	AM	AM	AM	AM	AM	AM

STATIONS.	16 Daily	50 Daily	98 Sunday Only	14 Daily	6 Daily	48 Daily Ex. Sun.	26 Daily	44 Daily
	PM	PM	PM	PM	PM	PM	PM	PM
Lv San Francisco Ar	8.05	8.05	7.00	7.00	6.00	5.30	5.00	4.00
Ar Vallejo Junction Lv	9.23	9.16	s 8.29	8.14	7.21	s 6.42	6.12	s 5.09
			Sunday Only			Daily Ex. Sun.		Daily
Lv Vallejo Junction Ar			8.30			6.42		5.15
South Vallejo			* 8.45			** 6.55		5.30
Ar No. Vallejo Wharf Lv			8.55			7.05		5.45
	PM	PM	PM	PM	PM	PM	PM	PM

TOWARD SAN FRANCISCO.

STATIONS.	13 Daily	15 Daily	25 Daily	41 Daily	81 Daily	17 Daily	47 Daily	49 Daily	3 Daily		5 Daily	83 Daily
	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM
Lv San Francisco Ar	7.20	8.50	8.50	9.20	10.20	10.50	11.20	12.20	12.50		4.20	4.50
Ar Vallejo Junction Lv	5.56	7.21	7.31	s 7.56	9.09	s 9.21	s10.11	PM s10.50	PM 11.36		3.01	3.30
				Daily			Daily			Daily		
Lv Vallejo Junction Ar				7.52			10.10					
South Vallejo				7.40						12.20		
Ar No. Vallejo Wharf Lv				7.20			9.50			12.10		
	AM	AM	AM	AM	AM	AM	AM		AM	PM	PM	PM

STATIONS.	1 Daily	43 Daily	45 Daily	7 Daily	19 Daily	11 Daily		
	PM	PM	PM	PM	PM	PM	PM	PM
Lv San Francisco Ar	5.50	6.20	6.50	7.20	7.20	7.50		
Ar Vallejo Junction Lv	4.18	s 5.08	s 5.22	5.47	5.55	s 6.31		
	Daily						Daily Ex. Sun.	Sunday Only
Lv Vallejo Junction Ar	5.00					6.25		
South Vallejo	4.40					† 6.10	7.15	9.05
Ar No. Vallejo Wharf Lv	4.20					6.00	7.05	8.55
	PM	PM	PM	PM	PM	PM	PM	PM

*Stops South Vallejo Sunday only.

** Stops South Vallejo Saturdays only.

† Connect with No. 73.

BENICIA FERRY.

FROM SAN FRANCISCO.

STATIONS.		2 Daily	4 Daily	12 Daily	20 Daily	220 Daily		222 Daily	202 Daily
	PM	AM	AM	AM	AM	AM	AM	AM	AM
Lv San Francisco Ar		11.00	9.00	8.00	7.00				
Lv West Oakland Ar						4.20		1.00	12.01
Ar Port Costa Lv		12.20	10.20	9.25	8.33	5.50		2.35	1.30
	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Lv Port Costa Ar	1.40	12.20	10.20	9.25	8.33	5.50	5.05	2.35	1.30
Ar Benicia Lv	1.55 PM	12.45 PM	10.50 AM	9.50 AM	8.55 AM	6.40 AM	5.20 AM	3.25 AM	2.20 AM

STATIONS.	16 Daily	14 Daily			18 Daily	
	PM	PM	PM	PM	PM	PM
Lv San Francisco Ar	8.05	7.00			3.30	
Lv West Oakland Ar						
Ar Port Costa Lv	9.30	8.20			5.00	
	Daily	Daily	Daily	Daily	Daily	Daily
Lv Port Costa Ar	9.30	8.20	6.25	5.48	5.00	2.55
Ar Benicia Lv	10.00 PM	8.45 PM	6.40 PM	6.00 PM	5.25 PM	3.05 PM

TOWARD SAN FRANCISCO.

STATIONS.		219 Daily	13 Daily	15 Daily	17 Daily			Transfer 273's Cars
	AM	AM	AM	AM	AM	AM	AM	PM
Lv San Francisco Ar			7.20	8.50	10.50			
Lv West Oakland Ar		6.35						
Ar Port Costa Lv		5.05	5.50	7.15	9.15			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.
Lv Port Costa Ar	2.35	5.05	5.50	7.15	9.15	10.05	11.05	1.35
Ar Benicia Lv	2.20 AM	4.15 AM	5.25 AM	6.45 AM	8.55 AM	9.50 AM	10.50 AM	1.05 PM

STATIONS.	5 Daily	1 Daily	19 Daily	11 Daily	221 Daily		201 Daily
	PM	PM	PM	PM	PM	PM	AM
Lv San Francisco Ar	4.20	5.50	7.20	7.50			
Lv West Oakland Ar					9.00		2.00
Ar Port Costa Lv	2.55	4.12	5.48	6.25	7.30		12.30
	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Lv Port Costa Ar	2.55	4.12	5.48	6.25	7.30	9.00	12.30 AM
Ar Benicia Lv	2.30 PM	3.50 PM	5.25 PM	6.00 PM	6.40 PM	8.45 PM	11.40 PM

WESTERN DIVISION: San Francisco and San Jose.

FROM SAN FRANCISCO.

Third Class.			Second Class.	First Class.																
288	280	278	112	40	110	96	88	38	108	94	106	92	32	82	90	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 102. May 3, 1905.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles.	
Stockton & Sacramento Freight	San Jose Way Freight	Way Freight	San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger	Livermore Passenger	Stockton and Lodi Passenger	Niles Passenger	San Jose Passenger	Niles Passenger	San Jose Passenger	Stockton & Sacramento Express	Stockton Passenger	San Jose Passenger and Freight		STATIONS.		Danger Point	Caution Point
Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.					
			PM LV 9.10	PM LV 6.00	PM LV 5.30		PM LV 4.30	PM LV 4.00	PM LV 3.30		AM LV 11.30		AM LV 8.30	AM LV 7.30		0.00	DN. SAN FRANCISCO		14	20
																	4.50			
			s 9.35	s 6.30	s 5.55		s 4.57	s 4.27	s 3.55		s11.55		s 9.00	s 7.57		4.50	Double Track. DN OAKLAND PIER			
																	1.39	6		
PM LV 10.15	AM LV 11.05	AM LV 5.05														5.89	DN. West Oakland W			
																	1.71			
10.23	Foot-note **11.12**	5.15	Foot-note s **9.44**	s 6.38	s 6.03		s 5.07	s 4.35	s 4.04		PM s12.04		s 9.09	s 8.06		7.60	D Oakland (First St.) S. P. Co. C. D. Crossing.			
																	1.70	3		
10.30	11.17	5.20	s 9.48	Foot-note † **6.42**	s 6.08		† 5.11	4.39	Foot-note **4.08**		12.08		Foot-note s **9.15**	Foot-note **8.10**		9.30	D East Oakland W			
																	0.72	3		
					s											10.02	23rd Ave (Spur)			
																	0.65			
	11.21	5.25	s 9.51	6.47	s 6.15		5.14		s 4.11		s12.11		9.18			10.67	Fruitvale			
																	0.57			
			s 9.52	s 6.48	s 6.18		s 5.15		s 4.12		s12.12		s 9.19			11.24	Sather (Spur)			
																	0.30			
10.37	11.23	5.27	f 9.53	f **6.53**	s **6.28**		f 5.16	4.42	f 4.13		f12.13		9.20	8.14		11.54	Melrose			
																	1.08	4		
																12.62	Kohler (Spur)			
																	0.43			
			f	f	f		f		f		f					13.05	Fitchburg (Spur)			
																	1.32			
10.44	11.40	5.35	f 9.59	f 7.01	f 6.35		f 5.22	4.46	f 4.18		f12.18		9.25	8.18		14.37	Elmhurst			
																	1.36			
10.48	11.55	5.39	s10.03	s 7.04	s **6.43**		s 5.26	4.49	s 4.22		s12.22		s 9.30	8.20		15.73	D San Leandro			
																	1.75	2		
10.53	PM 12.03	5.45	f10.07	f 7.08	f 6.46		f 5.30	4.51	f 4.26		f12.25		9.33	8.23		17.48	Estudillo			
																	0.95	1		
10.56	12.10	5.50	s10.09	s 7.11	s 6.48		s 5.32	4.53	s 4.28		s12.27		s 9.36	8.24		18.43	D Lorenzo			
																	2.65	3		
11.03	**12.34**	**6.08**	s10.15	s 7.16	s 6.53		s 5.40	4.57	s 4.35		s **12.34**		s 9.43	8.28		21.08	D Hayward			
																	3.90	4		
11.13	**1.31**	6.30	f10.20	f 7.24	6.59		f 5.46	5.03	f 4.43		f12.43		9.50	Foot-note **8.35**		24.98	Halvern			
																	2.44	3		
11.21	**1.55**	6.55	s10.25	s 7.30	s 7.04		s 5.51	5.07	s 4.48		s12.48		s 9.55	8.40		27.42	D Decoto			
																	2.78	3		
11.30 PM AR	2.15	**7.09** AM AR	s10.30	s **7.37**	s 7.10		s **6.01** PM AR	s 5.12 PM AR	s 4.55 PM AR		s12.55 PM AR		s **10.00** AM AR	s 8.44 AM AR		30.20	DN NILES W			
	2.25		10.30	7.37	**7.10**	PM LV 6.05				PM LV 2.50		AM LV 10.15			AM LV 7.20	30.20	San Jose Branch. DN NILES W		14	20
																	3.55	4		
	2.58		s10.37	s 7.43	s 7.17	s 6.13				s **2.58**		s10.22			s 7.32	33.75	Irvington			
																	3.64	4		
	3.23		s10.44	s 7.52	s 7.23	s **6.22**				s 3.04		s10.30			s 7.43	37.39	D Warm Springs			
																	4.33	5		
	3.45		s10.53	s 8.02	s 7.32	s 6.31				s 3.12		s10.38			s **8.02**	41.72	D Milpitas			
																	2.62	3		
	4.00		f10.57	f 8.07	f 7.37	f 6.37				f 3.18		10.43			f 8.14	44.34	Wayne			
																	3.40	6		
	4.20 PM AR		11.05 PM AR	8.15 PM AR	7.45 PM AR	6.45 PM AR				3.25 PM AR		10.50 AM AR			8.30 AM AR	47.74	DN. SAN JOSE W			
Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.		(47.74)			
1.15	5.15	2.04	1.30	1.45	1.50	0.40	1.04	0.45	1.00	0.35	1.00	0.35	1.00	0.47	1.10		Time over District			
19.53	7.95	11.03	28.83	24.25	23.16	26.31	24.09	34.27	25.70	30 07	25.70	30.07	25.70	32.81	15.03		Average speed per hour			

☞ **NOTE CAREFULLY—Changes in classification of trains.**

☞ **FOOT-NOTES.—No. 109 will wait at Halvern until 8.38 a. m. for No. 82.**

Nos. 87 and 82, 109 and 32, 85 and 280, 108 and 277, 37 and 40, 112 and 279, may, on their rights, meet on the double track west of East Oakland.

No. 278 is superior to No. 277.

No. 280 is superior to No. 279.

No. 106 is superior to No. 105.

Trains will stop as follows:

† Stop on signal to receive passengers.

At Seminary Park, all passenger trains, except Nos. 38, 40 and 82, on signal.

At South San Leandro, all passenger trains, except Nos. 32, 38 and 82, on signal.

At Cherry, all passenger trains, except Nos. 32, 38, 40 and 82, on signal.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.

Trains must get clearance card before leaving Oakland Pier or West Oakland.

Extra trains may pass, or run ahead of, third class trains without receiving an order to do so.

WESTERN DIVISION: San Francisco and San Jose.

TOWARD SAN FRANCISCO.

Flagging distance expressed in number of poles.		Minimum running time between stations for freight trains—minutes.	TIME TABLE No. 102. May 3, 1905.	DISTANCE FROM SACRAMENTO.	First Class.											Second Class.	Third Class.	
Danger Point	Caution Point		STATIONS.		39	89	87	109	91	93	105	31	95	37	107	85	277	279
					San Jose Passenger	San Jose Passenger	Livermore & San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger and Freight	Niles Passenger	Stockton & Sacramento Express	San Jose Passenger	Stockton Passenger	Niles Passenger	Livermore & San Jose Passenger	Way Freight	San Jose Way Freight
					Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sunday Only	Daily Ex. Sun.	Daily
			DN SAN FRANCISCO	139.67	A M AR 7.20		A M AR 8.50	A M AR 9.50			P M AR 2.50	P M AR 4.20		P M AR 7.20	P M AR 7.50	A M AR 11.50		
			4.50															
			DN. OAKLAND PIER Double Track.	135.17	s 6.50		s 8.15	s 9.18			s 2.15	s 3.45		s 6.45	s 7.15	s11.15		
			1.39															
			DN. West Oakland W	133.78													P M AR 4.20	P M AR 9.30
		5	1.71															
			D Oakland (First St.) S. P. Co. C. D. Crossing.	132.07	s 6.42		s 8.07	s 9.11			s 2.07	s 3.37		s 6.37	s 7.05	Foot-note s **11.06**	4.10	Foot-note **9.21**
		5	1.70															
			D East Oakland W	130.37	6.38		Foot-note ★ **8.03**	Foot-note ★ **9.07**			★ 2.03	s 3.32		Foot-note **6.32**	★ 6.59	★11.00	Foot-note **4.00**	9.15
			0.72															
			23d Avenue (Spur)	129.65	★													
			0.65															
		6	Fruitvale	129.00	★ 6.34		8.00	9.04			s 2.00	3.28			‖ 6.55	10.57	3.48	9.12
			0.57															
			Sather (Spur)	128.43	s 6.33		s 7.58	★ 9.03			s 1.59	s 3.27			s 6.54	s10.56		
			0.30															
			Melrose	128.13	6.32		f 7.57	9.02			f 1.58	3.26		**6.28**	f **6.53**	f10.55	3.43	9.10
			1.08															
14	20		Kohler (Spur)	127.05														
			0.43															
		9	Fitchburg (Spur)	126.62	f		f				f					f		
			1.32															
			Elmhurst	125.30	f 6.23		f 7.50	f 8.56			f 1.51	3.21		6.24	f 6.45	f10.48	3.32	9.01
			1.36															
			D San Leandro	123.94	s 6.21		s 7.47	s 8.54			s 1.48	s **3.18**		6.22	s **6.43**	s10.44	**3.18**	8.55
		4	1.75															
			Estudillo	122.19	f 6.16		f 7.42	f 8.50			f 1.45	3.14		6.19	f 6.36	f10.39	2.45	8.43
		2	0.95															
			D Lorenzo	121.24	s 6.14		s 7.40	s 8.48			s 1.43	s 3.12		6.18	s 6.35	s10.37	2.41	8.38
		6	2.65															
			D Hayward	118.59	s **6.08**		s 7.34	s 8.43			s 1.38	s 3.06		6.14	s 6.29	s10.30	2.28	8.25
		9	3.90															
			Halvern	114.69	f 6.00		f 7.26	Foot-note f **8.35**			**1.31**	2.58		6.09	6.22	f10.21	2.08	7.58
		5	2.44															
			D Decoto	112.25	s 5.55		s 7.21	s 8.29			s 1.26	s 2.53		6.05	f 6.16	s10.16	**1.55**	7.50
		6	2.78															
			DN NILES W	109.47	5.49		**7.14** A M LV	8.24			1.20 P M LV	2.47 P M LV		**6.01** P M LV	**6.11** P M LV	**10.10** A M LV	1.35 P M LV	**7.37**
			DN NILES W San Jose Branch.	109.47	s 5.49	A M AR 7.00		s 8.23	A M AR 10.00	P M AR 1.15			P M AR 5.05					**7.00**
		9	3.55															
			Irvington	113.02	s 5.42	s 6.49		s 8.17	s 9.50	s 1.03			s 4.57					6.43
		10	3.64															
			D Warm Springs	116.66	s 5.35	s 6.38		s 8.09	s 9.43	s12.55			s 4.50					**6.22**
14	20	11	4.33															
			D Milpitas	120.99	s 5.27	s 6.28		s **8.02**	s 9.36	s12.47			s 4.42					5.55
		7	2.62															
			Wayne	123.61	f 5.22	f 6.22		f 7.56	f 9.31	f12.37			f 4.37					5.42
		9	3.40															
			DN. SAN JOSE W	127.01	5.15 A M LV	6.15 A M LV		7.50 A M LV	9.25 A M LV	12.30 P M LV			**4.30** P M LV					5.30 P M LV
			(47.74)		Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sunday Only	Daily Ex. Sun.	Daily
			Time over District.		1.35	0.45	1.01	1.28	0.35	0.45	0.55	0.58	0.35	0.44	1.04	1.05	2.45	4.00
			Average speed per hour.		27.31	23.39	25.18	29.48	30.07	23.39	27.99	26.58	30.07	34.90	24.09	23.72	8.93	10.46

☞ **NOTE CAREFULLY—Changes in classification of trains.**

☞ **FOOT-NOTES.—No. 109 will wait at Halvern until 8.38 a. m. for No. 82.**
Nos. 87 and 82, 109 and 32, 85 and 280, 108 and 277, 37 and 40, 112 and 279, may, on their rights, meet on double track west of East Oakland.
No. 278 is superior to No. 277.
No. 280 is superior to No. 279.
No. 106 is superior to No. 105.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.
Trains must get clearance card before leaving San Jose.
Extra trains may pass, or run ahead of, third class trains without receiving an order to do so.

Trains will stop as follows:

★ Stop only to leave passengers.
‖ Stops daily for railroad mail.
At Seminary Park, all passenger trains, except Nos. 31, 37 and 109 on signal.
At South San Leandro, all passenger trains, except Nos. 31, 37 and 109 on signal.
At Cherry, all passenger trains except Nos. 31 and 37 on signal.

WESTERN DIVISION: Niles and Stockton.

FROM SAN FRANCISCO.

Third Class.						Second Class.		First Class.										DISTANCE FROM SAN FRANCISCO	TIME TABLE No. 102. May 3, 1905. STATIONS.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles	
288	284	278	286	300	298	136	126	50	6	88	38	124	8	32	84	82	122				Danger Point	Caution Point
Stockton & Sacramento Freight	Steamer Freight Limited	Way Freight	Way Freight	Fresno Freight	Merced Freight	Stockton Passenger	Stockton Passenger	Fresno Passenger	C. P. Atlantic Express	Livermore Passenger	Stockton and Lodi Passenger	Sacramento Passenger	Los Angeles Passenger	Stockton & Sacramento Express	Bakersfield Passenger	Stockton and Visalia Passenger	Sacramento Passenger					
Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
						AM LV 10.30	AM LV 8.30	PM LV 8.05	PM LV 6.00	PM LV 4.30	PM LV 4.00		AM LV 10.30	AM LV 8.30	AM LV 8.30	AM LV 7.30		0.00	DN.SAN FRANCISCO			
PM LV 11.35		AM LV 7.45								PM LV 6.03	PM LV 5.15			AM LV **10.10**		AM LV 8.46		30.20	DN.NILES W			
																			2.48	4		
11.43		7.55								f 6.08	5.19			f10.17		8.50		32.68	Farwell			
																			3.92	7		
11.55		8.15								s 6.17	5.27			s10.28		8.57		36.60	D Sunol			
																			5.20	8		
AM 12.12		**9.07**								s 6.28	Foot-note s **5.37**			s10.42		s **9.07**		41.80	D Pleasanton			
																			1.51			
										f								43.31	Remillard	3		
																			0.69			
12.18		9.35								6.33	5.41			10.47		9.10		44.00	Eliot			
																			3.88	4		
12.30		10.15 AM AR								6.40 PM AR	s 5.47			s11 00		s 9.17		47.88	D Livermore W		14	20
																			3.59	5		
12.48											5.53			11.09		9.23		51.47	Ulmar			
																			4.50	7		
1.10											6.01			s11.18		9.30		55.97	Altamont			
																			4.50	10		
1.30											6.11			11.28		9.40		60.47	Cayley			
																			3.46	7		
1.48											6.19			s11.36		9.47		63.93	Midway			
																			5.66	8		
2.10											6.27			11.49		9.56		69.59	Ellis			
																			2.14	3		
2.20											s 6.30			¶11.54		s10.00		71.73	DN.TRACY W			
2.50			AM LV 6.45	AM LV 6.15	AM LV **5.55**	PM LV 1.27		PM LV 11.15	PM LV 9.00		**6.35**	PM LV 3.00	PM LV **1.50**	PM 12.15	AM LV 11.35	**10.05**	AM LV 8.00	71.73	DN.TRACY W			
																			3.09	4		
3.02			7.05	6.27	6.07	s **1.40**		11.20	9.07		6.39	s 3.06	f 1.56	**12.21**	11.40	10.10	s 8.06	74.82	Banta			
																			3.70	4	14	20
3.15			**7.34**	6.39	6.17	1.47		11.27	9.13		6.44	3.12	2.02	**12.32**	**11.47**	10.15	8.11	78.52	Minard			
																			4.30	6		
3.30			7.50	6.55 AM AR	6.30 AM AR	s 1.52		s11.35 PM AR	s 9.21		s 6.51	s **3.20**	s 2.10 PM AR	s12.41	s11.55 AM AR	s10.22	s **8.22**	82.82	DN.LATHROP W			
3.30	PM LV 11.25		7.50			1.55	AM LV 11.57		9.21		6.52	3.40		12.41		10.22	**8.30**	82.82	DN.LATHROP W			
																			4.21	5		
3.45	**11.57**		**8.15**			f 2.05	PM f **12.15**		9.30		Foot-note f **7.01**	s **3.59**		f12.49		10.30	f 8.39	87.03	French Camp			
																			1.66		14	20
																		88.69	A. & S. J. Crossing	7		
																			3.01			
																			A. T. & S. F. Crossing			
4.05 AM AR	AM 12.15 AM AR		**8.40** AM AR			s 2.15 PM AR	12.25 PM AR		s 9.40 PM AR		s 7.10 PM AR	s 4.10 PM AR		s 1.00 PM AR		10.40 AM AR	s **8.50** AM AR	91.70	DN.STOCKTON W			
																			(61.50)			
Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
4.00	0.50	2.30	1.55	0.40	0.35	0.43	0.28	0.20	0.40	0.37	1.55	1.10	0.20	2.50	0.20	1.54	0.50		Time over District			
15.37	10.65	7.07	10.42	16.64	19.01	27.86	19.03	33.27	29.95	28.66	31. 22	17.12	33.27	24.44	33.27	32.37	23.96		Average speed per hour			

☞ **NOTE CAREFULLY.—Changes in classification of trains.**

☞ **FOOT-NOTES.—No. 37 will take siding at Pleasanton for No. 38.**
No. 121 will take siding at French Camp for No. 38.
No. 278 is superior to No. 277.

Trains must get clearance card before leaving Tracy or Lathrop.

Freight Extra leaves Livermore about 4 p. m. Wednesdays and Saturdays for Tracy.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.

Extra trains may pass, or run ahead of, third class trains without receiving an order to do so.

Automatic signals are in operation between Tracy and Stockton. See page 22, also Rules 38 to 51 inclusive, pages 94 to 97 of Book of Rules.

Trains will stop as follows:

★ Stop only to leave passengers.
At Brightside, No. 88 on signal.
At Bonita, Nos. 32 and 88 on signal.
At Verona, Nos. 32 and 88 on signal.
At San Joaquin Bridge, Nos. 122, 124 and 136 on signal.
At Merienda, No. 88 on signal.
At Mayborg, No. 88 on signal.

WESTERN DIVISION: Niles and Stockton.

TOWARD SAN FRANCISCO.

Flagging distance expre in number of poles.		Minimum running time between stations for freight trains—minutes.	TIME TABLE No. 102. May 3, 1905.	DISTANCE FROM SACRAMENTO.	First Class.										Second Class.			Third Class.						
Danger Point	Caution Point		STATIONS.		25	87	81	49	3	31	83	7	37	121	135	85	125	283	217	277	285	297	299	287
					The Owl	Livermore & San Jose Passenger	Stockton and Lodi Passenger	Fresno & Stockton Passenger	C. P. Pacific Express	Stockton & Sacramento Express	Bakersfield Passenger	Los Angeles Passenger	Stockton Passenger	Sacramento Passenger	Stockton Passenger	Livermore & San Jose Passenger	Stockton Passenger	Sunset Freight Limited	Ogden Freight	Way Freight	Way Freight	Merced Freight	Fresno Freight	Sacramento Freight
					Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sunday Only	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily
			DN. SAN FRANCISCO	139.67	AM AR 8.50	AM AR 8.50	AM AR 10.20	PM AR 12.20	PM AR 12.50	PM AR 4.20	PM AR 4.50	PM AR 7.20	PM AR 7.20		PM AR 12.20	AM AR 11.50								
14	20		DN. NILES W	109.47		AM AR s 7.07				PM AR s 2.40			PM AR s 5.57			AM AR s 10.05				PM AR 1.10				
		7	2.48																					
			Farwell	106.99		f 7.01				‡ 2.34			‡ 5.53			f 9.58				1.00				
		12	3.92																					
			D Sunol	103.07		s 6.52				s 2.25			s 5.46			s 9.51				12.45				
		12	5.20																					
			D Pleasanton	97.87		s 6.41				s 2.15			Foot-note s 5.37			s 9.41				12.15				
		3	1.51																					
			Remillard	96.36		f				f						f								
		10	0.69																					
			Eliot	95.67		6.37				2.11			5.30			9.36				PM 11.50				
			3.88																					
			D Livermore W	91.79		6.30 AM LV				s 2.05			s 5.21			9.30 AM LV				11.35 AM LV				
		9	3.59																					
			Ulmar	88.20						1.55			5.13											
		14	4.50																					
			Altamont	83.70						s 1.45			f 5.06											
		15	4.50																					
			Cayley	79.20						1.33			4.56											
		12	3.46																					
			Midway	75.74						f 1.25			f 4.48											
		18	5.66																					
			Ellis	70.08						1.14			4.37											
		6	2.14																					
			DN. TRACY W	67.94						1.10			4.33											
14	20		DN. TRACY W	67.94	AM AR s 5.55		AM AR s 7.45	AM AR ¶ 8.42	AM AR s 10.00	¶ 12.45	PM AR ¶ 1.45	PM AR s 3.50	s 4.27	PM AR 7.30	AM AR 8.50				PM AR 12.35		PM AR 6.30	PM AR 5.55	PM AR 7.55	AM AR 1.10
		6	3.09																					
			Banta	64.85	5.48		7.39	8.35	9.53	s 12.39	1.40	3.44	f 4.20	★ 7.23	f 8.44				12.21		6.15	5.40	7.42	12.55
		8	3.70																					
			Minard	61.15	5.42		7.34	8.29	9.47	12.32	1.33	3.37	4.14	7.17	8.37				PM 11.47		5.58	5.23	7.28	12.38
		10	4.30																					
			DN. LATHROP W	56.85	5.35 AM LV		7.27	8.22 AM LV	9.40	12.24	1.25 PM LV	3.30 PM LV	4.07	7.10	8.30				11.25		5.40	5.05 PM LV	7.10 PM LV	12.20
14	20		DN. LATHROP W	56.85			s 7.27		s 9.40	s 12.24			s 4.07	s 7.09	s 8.30		AM AR 11.50	AM AR 9.30	11.25		5.30			12.20
		10	4.21																					
			French Camp	52.64			7.19		9.30	f 12.15			f 3.59	Foot-note f 7.01	f 8.15		f 11.40	9.17	11.10		5.15			AM 11.57
		12	1.66																					
			A. & S. J. Crossing	50.98																				
			3.01																					
			A. T. & S. F. Crossing	47.97																				
			DN. STOCKTON W				7.10 AM LV		9.21 AM LV	12.05 PM LV			3.50 PM LV	6.47 PM LV	8.05 AM LV		11.30 AM LV	9.02 AM LV	10.55 AM LV		5.00 PM LV			11.35 PM LV
			(61.50)		Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sunday Only	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily
			Time over District		0.20	0.37	0.35	0.20	0.39	2.35	0.20	0.20	2.07	0.43	0.45	0.35	0.20	0.28	1.40	1.35	1.30	0.50	0.45	1.35
			Average speed per hour		32.16	28.67	32.38	32.16	30.72	28.68	32.16	32.16	29.05	27.86	26.63	30.31	26.64	19.03	11.98	11.16	13.31	13.30	14.74	10.42

☞ **NOTE CAREFULLY—Changes in classification of trains.**

☞ **FOOT-NOTES.—No. 37 will take siding at Pleasanton for No. 38.**
No. 121 will take siding at French Camp for No. 38.
No. 278 is superior to No. 277.

Trains must get clearance card before leaving Tracy or Lathrop.

Freight Extra leaves Tracy about 2 p. m. Wednesdays and Saturdays for Livermore.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.

Extra trains may pass, or run ahead of, third class trains, without receiving an order to do so.

Automatic signals are in operation between Tracy and Stockton. (See Page 22, also Rules 38 to 51, inclusive, pages 94 to 97 of Book of Rules.)

Trains will stop as follows:

★ Stop only to leave passengers.
‡ Stop on signal daily, except Sunday, to receive passengers.
At Merienda, No. 87 on signal.
At Mayborg, No. 87 on signal.
At Brightside, No. 87 on signal.
At Verona, Nos. 31, 37, 85 and 87 on signal.
At Bonita, Nos. 31 and 87 on signal.
At San Joaquin Bridge, Nos. 37 and 135 on signal.

WESTERN DIVISION: Stockton and Sacramento.

FROM SAN FRANCISCO.

TIME TABLE
No. 102.
May 3, 1905.

Third Class.				Second Class.	First Class.									
292	286	288	284	134	6	38	124	32	122	DISTANCE FROM SAN FRANCISCO.	STATIONS.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles.	
Placerville Passenger and Freight	Way Freight	Stockton & Sacramento Freight	Steamer Freight Limited	Fair Oaks & Placerville Passenger	C. P. Atlantic Express	Stockton & Lodi Passenger	Sacramento Passenger	Stockton & Sacramento Express	Sacramento Passenger				Danger Point	Caution Point
Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
					PM LV 6.00	PM LV 4.00		AM LV 8.30		0.00	DN.SAN FRANCISCO			
	AM LV **9.20**	AM LV 4.10	AM LV 12.15		PM LV 9.42	PM LV 7.10	PM LV s **4.10**	PM LV 1.05	AM LV s 8.50	91.70	DN.STOCKTON W 1.62	3	14	20
										93.32	Armbrust (Spur) 0.34			
	9.40	4.17	12.22		9.46	★ 7.14	4.13	f 1.09	f **8.55**	93.66	El Pinal 0.75	4		
										94.41	Rand (Spur) 3.18			
	10.00	4.28	12.34		9.53	7.21	f 4.22	1.17	f **9.10**	97.59	Castle 3.49	4		
	10.20	4.40	12.45		9.59	★ 7.28	f 4.28	1.23	f 9.16	101.08	Armstrong 3.21	4		
	11.28	4.58	12.56		s10.07	7.35 PM AR	s 4.37	s 1.32	s 9.23	104.29	DN.LODI W 1.80	3		
										106.09	Urgon (Spur) 1.12			
	PM 12.25	5.08	1.05		**10.12**		s 4.42	s **1.38**	s 9.28	107.21	D Acampo 3.29	4		
	1.05	5.20	1.17		10.17		f 4.50	f 1.44	f 9.34	110.50	Forest Lake 2.40	3		
	1.50	5.33	1.33		s10.22		s 4.56	s **1.50**	s **9.38**	112.60	DN.GALT W 3.82	6		
	2.15	5.48	1.50		10.28		5.03	1.57	9.46	116.42	Need 1.99	3		
	2.23	5.55	1.58		10.31		f 5.07	f 2.01	f 9.49	118.41	Arno 1.89	3		
	2.32	6.02	2.05		10.35		f 5.12	f 2.05	f 9.53	120.30	McConnell 3.54	5		
	2.50	6.14	2.19		10.41		s 5.20	s 2.12	s 9.59	123.84	D Elk Grove 2.78	4		
	3.05	6.25	2.31		10.46		5.26	2.18	10.04	126.62	Graham 3.36	5		
	3.25	**6.45**	2.45		10.52		s **5.37**	s 2.24	s**10.12**	129.98	D Florin W 4.05	6		
	3.50	7.03	3.03		s11.00		s **5.45**	s 2.35	s**10.25**	134.03	DN.BRIGHTON S. P. Co. Sac. Div. Crossing.			
	3.50	7.03	3.03	AM LV **9.20**			5.45	2.35	**10.25**	134.03	DN.BRIGHTON S. P. Co. Sac. Div. Crossing. 3.09	6 Foot-note	14	20
	4.03 PM AR	7.13 AM AR	3.18 AM AR	9.26 AM AR			5.51 PM AR	2.41 PM AR	10.31 AM AR	137.12	★ ELVAS 3.30			
	4.15 PM AR	7.25 AM AR	3.30 AM AR	9.35 AM AR			6.00 PM AR	2.50 PM AR	10.40 AM AR	140.42	DN.SACRAMENTO			
PM LV **5.40**					11.00					134.03	DN.BRIGHTON 2.60	4	14	20
5.48					11.06					136.63	★ Homestead 3.04	6		
6.00 PM AR					11.15 PM AR					139.67	DN.SACRAMENTO			
Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		(47.97)			
0.20	6.55	3.15	3.15	0.15	1.33	0.25	1.50	1.45	1.50		Time over District			
16.92	7.04	15.16	15.16	25.56	30.95	30.21	26.57	27.84	26.57		Average speed per hour			

★ Homestead Siding, length 1034 feet.

Trains will stop as follows:

★ Stop only to leave passengers.

☞ **NOTE CAREFULLY—Changes in classification of trains.**

☞ **NOTE CAREFULLY—Special Rule, page 24, governing movement of trains running via Elvas.**

★ **Elvas Siding,** located toward Brighton, 800 feet from Tower at junction of Sacramento Division.

Trains from Brighton must not pass clearance point at Sacramento end of Elvas siding until signal allowing movement to Double track has been given by Towerman.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as noted in special rule, page 24, Stockton and Sacramento.

Extra trains may pass, or run ahead of, third class trains without receiving an order to do so.

WESTERN DIVISION: Stockton and Sacramento.

TOWARD SAN FRANCISCO.

Flagging distance expressed in number of poles.		Minimum running time between stations for freight trains—minutes.	TIME TABLE No. 102. May 3, 1905.	DISTANCE FROM SACRAMENTO.	First Class.				Second Class.	Third Class.				
Danger Point	Caution Point		STATIONS.		81	3	31	121	133	283	291	217	285	287
					Stockton & Lodi Passenger	C. P. Pacific Express	Stockton & Sacramento Express	Sacramento Passenger	Placerville & Fair Oaks Passenger	Sunset Freight Limited	Placerville & Fair Oaks Passenger and Freight	Ogden Freight	Way Freight	Sacramento Freight
					Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily
			DN.SAN FRANCISCO	139.67	AM AR 10.20	PM AR 12.50	PM AR 4.20							
14	20		DN.STOCKTON W	47.97	AM AR s 7.07	AM AR s **9.20**	AM AR s11.55	PM AR s 6.45		AM AR **9.02**		AM AR 10.55	PM AR **4.05**	PM AR 11.30
		4	1.62											
			Armbrust (Spur)	46.35										
			0.34											
			El Pinal	46.01	† 7.02	9.15	f11.49	f 6.40		**8.55**		10.47	3.55	11.20
		9	0.75											
			Rand (Spur)	45.26										
			3.18											
			Castle	42.08	f 6.57	**9.10**	11.41	f 6.33		8.30		10.33	3.33	11.02
		9	3.49											
			Armstrong	38.59	f 6.51	9.03	11.34	f 6.28		8.18		**10.20**	3.15	10.45
		7	3.21											
			DN.LODI W	35.38	6.45 AM LV	s 8.58	s**11.28**	s 6.23		8.09		10.09	3.00	10.30
		4	1.80											
			Urgon (Spur)	33.58										
		3	1.12											
			D Acampo	32.46		8.53	s11.22	s 6.17		8.00		9.58	**1.38**	**10.12**
		8	3.29											
			Forest Lake	29.17		8.48	f11.15	f 6.12		7.50		9.47	**1.05**	9.50
		5	2.10											
			DN.GALT W	27.07		s 8.45	s11.10	s 6.08		7.43		**9.38**	12.40 PM	9.42
		10	3.82											
			Need	23.25		8.38	10.58	5.59		7.28		9.15	11.53	9.27
		4	1.99											
			Arno	21.26		8.35	f10.54	f 5.55		7.22		9.08	11.42	9.18
		4	1.89											
			McConnell	19.37		8.32	f10.51	f 5.52		7.17		9.02	11.33	9.11
		8	3.54											
			D Elk Grove	15.83		8.27	s10.44	s 5.47		7.05		8.50	11.15	8.57
		6	2.78											
			Graham	13.05		8.22	**10.39**	5.43		6.55		8.41	**10.39**	8.45
		9	3.36											
			D Florin W	9.69		8.17	s10.34	s **5.37**		**6.45**		8.29	**10.12**	8.32
		10	4.05											
			DN.BRIGHTON S. P. Co. Sac. Div. Crossing.	5.64		**8.10**	**10.25**	5.30		6.33		**8.10**	9.20	8.15
14	20	9	DN.BRIGHTON S. P. Co. Sac. Div. Crossing. Foot-note	6.39			s**10.25**	s 5.30	PM AR **3.50**	6.33		8.10	**9.20**	8.15
			3.09											
			★ ELVAS	3.30			10.19 AM LV	5.24 PM LV	3.44 PM LV	6.17 AM LV		7.57 AM LV	9.02 AM LV	8.02 PM LV
			3.30											
			DN.SACRAMENTO	00.0			10.10 AM LV	5.15 PM LV	3.35 PM LV	6.05 AM LV		7.45 AM LV	8.50 AM LV	7.50 PM LV
14	20		DN.BRIGHTON	5.64		s 8.10					AM AR 7.23			
		8	2.60											
			★ Homestead	3.04		8.03					f 7.12			
		12	3.04											
			DN.SACRAMENTO	0.00		7.55 AM LV					7.00 AM LV			
			(47.97)		Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily
			Time over District.		0.22	1.25	1.45	1.30	0.15	2.57	0.23	4.30	7.15	3.40
			Average speed per hour.		34.33	35.97	27.41	31.98	25.56	16.26	14.70	10.66	6.60	13.63

★ Homestead Siding, length 1034 feet.

☞NOTE CAREFULLY—Changes in classification of trains.

☞ NOTE CAREFULLY—Special Rule, page 24, governing movement of trains running via Elvas.

★Elvas Siding, located toward Brighton, 800 feet from Tower at junction of Sacramento Division.
Trains from Brighton must not pass clearance point at Sacramento end of Elvas siding until signal allowing movement to Double track has been given by Towerman.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as noted in special rule, page 24, Stockton and Sacramento.

Extra Trains may pass, or run ahead of, third class trains without receiving an order to do so.

Trains will stop as follows:

★ Stop only to leave passengers.
† Stop on signal to receive passengers.

Trains must get clearance card before leaving Sacramento.

WESTERN DIVISION: Lathrop and Fresno.

FROM SAN FRANCISCO.											TIME TABLE No. 102. May 3, 1905.					TOWARD SAN FRANCISCO.							
Third Class.			Second Class.	First Class.			Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA ANTIOCH.	STATIONS.	DISTANCE FROM FRESNO.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		First Class.				Second Class.	Third Class.		
254 Sunset Freight Limited	300 ★ Fresno Freight	298 Merced Freight	158 Madera Passenger and Freight	50 Fresno and Stockton Passenger	8 Los Angeles Passenger	84 Bakersfield Passenger	Danger Point	Caution Point						Danger Point	Caution Point	25 The Owl	49 Fresno & Stockton Passenger	83 Bakersfield Passenger	7 Los Angeles Passenger	157 Madera Passenger	299 ★Fresno Freight	297 ★Merced Freight	253 Sunset Freight Limited
Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily
				PM LV 8.05	AM LV 10.30	AM LV 8.30				0.00	SAN FRANCISCO	206.65				AM AR 8.50	PM AR 12.20	PM AR 4.50	PM AR 7.20				
AM LV 9.40	AM LV 7.05	AM LV 6.35		PM LV 11.38	PM LV 2.13	AM LV 11.58				94.34	DN **LATHROP** W	112.31				AM AR s 5.34	AM AR s 8.20	PM AR s 1.21	PM AR s 3.20		PM AR 7.05	PM AR 5.00	PM AR 11.15
									7	95.02	0.68 A. & S. J. Crossing	111.63	8										
9.52	7.15	6.45		f11.44	f 2.21	PM 12.04				98.04	3.02 **Manteca**	108.61				5.26	f 8.11	1.14	3.11		6.53	4.47	11.02
9.58	7.20	6.49		11.47	2.26	12.07				99.84	1.80 **Morrano**	106.81	4			5.23	8.08	1.11	3.07		6.48	4.42	10.56
10.13	7.40	7.02		f11.54	s 2.36	12.14			9	104.56	4.72 D **Ripon**	102.09	9			5.16	s 8.02	1.03	s 2.57		6.36	4.28	10.41
10.22	**7.57**	7.10		f11.59	f **2.51**	12.19				107.58	3.02 **Salida**	99.07	6			5.11	f **7.57**	12.58	f **2.51**		6.27	4.18	10.31
10.43	9.00	**7.44**		AM s12.11	s 3.05	s12.30			8	114.34	6.76 DN **Modesto** W	92.31	14			5.01	s **7.44**	s12.47	s 2.37		6.08	3.55	10.11
10.58	9.15	8.05		f12.17	s **3.15**	**12.40**			6	118.65	4.31 D **Ceres**	88.00	9			4.54	f 7.35	**12.40**	s 2.28		5.45	**3.15**	9.58
							14	20	5	120.58	1.93 **Esmar** (Spur)	86.07	4	14	20								
11.07	9.27	8.15		f12.23	f 3.22	12.45				121.98	1.40 **Keyes**	84.67	3			4.49	f 7.29	12.34	2.23		5.35	2.55	9.48
11.25	9.46	8.31		s12.32	s 3.33	s12.52			6	127.39	5.41 D **Turlock**	79.26	11			4.41	s 7.20	s12.27	s 2.13		5.15	2.35	9.32
11.47	10.06	8.47		f12.42	f 3.44	1.00			7	133.19	5.80 **Delhi**	73.46	11			4.32	f 7.10	12.17	2.03		4.50	2.17	9.13
PM **12.11**	10.21	9.00		f12.48	s 3.53	s 1.06			6	137.49	4.30 D **Livingston** W	69.16	9			4.25	f 7.03	**12.11**	f **1.56**		4.35	**1.56**	9.00
12.20	10.30	9.10		f12.52	f 3.58	1.09			8	140.09	2.60 **Arena**	66.56	5			4.22	f 6.59	12.07	1.51		4.22	1.34	8.48
12.45	11.00	9.25		f 1.00	s **4.07**	f **1.15**				144.28	4.19 D **Atwater**	62.37	9			4.16	f 6.52	f12.01 PM	s 1.42		**4.07**	**1.15** **12.45**	[illegible]2
										145.97	1.69 **Buhach**	60.68											
									8	147.79	1.82 **Ashby** (Spur)	58.86	15										
1.30	11.30 PM **12.20**	9.50 AM AR		s 1.15	s 4.23	Foot-note s **1.30**				151.73	3.94 DN **MERCED** W	54.92				4.05	s 6.40	s **11.51**	Foot-note s **1.30**		3.30	**12.05** PM LV	8.10
1.58	12.45			f 1.24	f 4.34	1.40			7	157.73	6.00 **Lingard**	48.92	12			3.56	f 6.30	11.40	1.15		2.35		7.45
2.20	**1.08**			f 1.31	f 4.41	1.46			4	161.64	3.91 **Athlone**	45.01	8			3.51	f 6.23	11.35	f **1.08**		**2.20**		7.34
					★		14	20	8	167.02	5.38 **Sierra Vista** (Spur)	39.63	13										
2.42	**1.33**			f 1.42	s 4.53	f **1.56**				168.00	0.98 D **Minturn**	38.65		14	20	3.42	f 6.12	f11.27	s12.58		**1.56** **1.33**		7.15
									7	169.33	1.33 **McNear** (Spur)	37.32	11										
3.00	**2.03**			f 1.50	f 5.02	**2.03**				173.30	3.97 **Califa**	33.35				3.34	f 6.03	11.20	12.50		1.05		6.58
3.15	2.30		AM LV 10.40	s 2.03	s 5.12	s **2.11**			5	177.59	4.29 DN **BERENDA** W	29.06	9			3.28	s 5.57	s11.15	s**12.44**	PM AR **2.05**	**12.44**		6.47
3.40	3.15		**10.58** AM AR	s 2.16	s 5.27	s 2.24			9	185.03	7.44 DN **Madera**	21.62	15			3.13	s 5.45	s**11.03**	s12.30	1.45 PM LV	12.02 PM		6.25
3.50	3.25			f 2.21	f 5.32	2.28			3	187.81	2.78 **Borden**	18.84	6			3.09	f 5.40	**10.59**	f12.26		**10.59**		6.17
4.02	3.33			f 2.26	f 5.38	2.33	14	20	4	191.31	3.50 **Irrigosa**	15.34	7			3.03	f 5.34	10.54	12.20		10.35		6.07
									6	194.59	3.28 **Tharsa** (Spur)	12.06	11	14	20								
4.20	3.47			f 2.35	f **5.49**	2.42				196.80	2.21 **Herndon** W	9.85				2.56	f 5.25	10.47	f12.11		10.20		**5.49**
4.35	3.58			f **2.48**	f 5.58	2.49			5	201.30	4.50 **Muscatel**	5.35	10			**2.48**	f 5.18	10.42	12.03		10.10		5.20
5.00 PM AR	4.15 PM AR			3.00 AM AR	¶ 6.10 PM AR	3.00 PM AR			7	206.65	5.35 DN **FRESNO** W	0.00	12			2.40 AM LV	5.10 AM LV	10.35 AM LV	PM 11.55 AM LV		9.55 AM LV		**5.00** PM LV
											(112.31)												
Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily
7.20	8.50	3.25	0.18	3.22	3.57	3.02					Time over District					2.54	3.10	2.46	3.25	0.20	9.10	4.55	6.15
15.32	12.71	16.79	24.80	33.80	28.43	37.02					Average speed per hour					38.73	35.47	40.60	33.36	24.80	12.23	11.68	17.91

FOOT-NOTE.—No. 7 will take siding for No. 84 at Merced.
West-bound trains are superior to trains of the same class in the opposite direction. (See Rule 81.)
Trains must get clearance card before leaving Lathrop or Fresno.
Extra trains may pass, or run ahead of, third class trains without receiving an order to do so.

★ Stop only to leave passengers.
★ No. 300, also No. 299 between Fresno and Merced and No. 297 between Fresno and Lathrop may carry passengers.

WESTERN DIVISION: Stockton and Merced.

FROM SAN FRANCISCO.														TOWARD SAN FRANCISCO.		
Third Class.	First Class.		Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA NILES.		TIME TABLE No. 102. May 3, 1905.		DISTANCE FROM MERCED.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		First Class.		Third Class.
306	154	152	Danger Point	Caution Point				STATIONS.				Danger Point	Caution Point	151	153	305
Passenger and Freight	Passenger and Freight	★Passenger												★Passenger	Passenger and Freight	Passenger and Freight
Daily Ex. Sun.	Daily Ex. Sun.	Daily												Daily	Daily Ex. Sun.	Daily Ex. Sun.
	AM LV 8.30	AM LV 8.30				0.00		SAN FRANCISCO		0.00				PM AR 4.20	PM AR 7.20	
								91.70								
AM LV 7.45	PM LV 1.20	PM LV 1.10	14	20		91.70	DN	STOCKTON	W	72.25		14	20	AM AR 11.30	PM AR 3.42	PM AR 4.00
					12			6.00			13					
8.02	1.32	f 1.22				97.70		Charleston	(Spur)	66.25				f 11.16	f 3.29	3.42
					4			1.70			4					
		f				99.40		Walthall	(Spur)	64.55				f	f	
					4			2.20			5					
8.13	f 1.41	1.31				101.60		Holden	(Spur)	62.35				f 11.07	f 3.20	3.31
					6			3.20			8					
8.25	s 1.48	s 1.38				104.80	D	PETERS	W	59.15				11.00	**3.12**	**3.12**
MILTON BRANCH.	1.48		14	20		104.80	D	PETERS	W	59.15		14	20		s 3.12	MILTON BRANCH.
					14			5.70			20					
	f 2.03					110.50		Waverly		64.85					f 2.57	
					14			5.80			22					
	2.20 PM AR					116.30	D	Milton		70.65					2.40 PM LV	
8.25		1.38	14	20		104.80	D	PETERS	W	59.15		14	20	s 11.00		2.55
					9			4.40			11					
8.50		s 1.47				109.20	D	Farmington	(Spur)	54.75				s 10.52		2.35
					6			3.30			9					
		f				112.50		Trigo	(Spur)	51.45				f		
					5			2.80			8					
9.10		f **2.05**				115.30		Cometa		48.65				f 10.38		**2.05**
					5			2.40			7					
		f				117.70		Clyde	(Spur)	46.25				f		
					8			4.00			10					
		f				121.70		Burnett	(Spur)	42.25				f		
					3			1.70			5					
10.20		2.30 2.40				123.40	D	Oakdale Oakdale & W. Crossing.	W	40.55				**10.20** 10.10		1.30
					6			4.00			9					
10.32		f 2.52				127.40		Claribel		36.55				f 9.58		12.50
					9			6.10			13					
10.50		s 3.08				133.50	D	Waterford		30.45				s 9.38		12.25
					3			1.60			4					
10.58		s 3.13				135.10		Hickman		28.85				s 9.30		12.15 PM
					9			5.80			13					
11.15 AM AR		3.40				140.90	D	Montpellier	W	23.05				9.15		11.55 AM LV
					9			6.20			14					
		f 3.58				147.10		Ryer		16.85				f 8.51		
					5			2.70			8					
		f 4.07				149.80		Arundel		14.15				f 8.43		
					5			3.80			7					
		f 4.18				153.60		Amsterdam		10.35				f 8.32		
					7			4.70			10					
		f				158.30		Nairn	(Spur)	5.65				f		
								3.86								
						162.16		A. T. & S. F. Crossing.		1.79						
					9			1.79			14					
		4.50 PM AR				163.95	DN	MERCED	W	0.00				8.00 AM LV		
								(72.25)								
Daily Ex. Sun.	Daily Ex. Sun.	Daily												Daily	Daily Ex. Sun.	Daily Ex. Sun.
3.45	1.00	3.40						Time over District						3.30	1.02	4.05
13.21	24.60	19.73						Average speed per hour						20.70	23.80	12.04

☞ FOOT-NOTES.—No. 154 is superior to No. 153.
No. 306 is superior to No. 305.

★ Nos. 151 and 152 will handle freight between Montpellier and Merced.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above

Trains must get clearance card at Milton when an operator is on duty.

Extra trains may pass, or run ahead of, third class trains without receiving an order to do so.

WESTERN DIVISION.

WOODBRIDGE AND VALLEY SPRING.

FROM SAN FRANCISCO. Third Class. 312 Valley Spring Pass. and Freight	FROM SAN FRANCISCO. Second Class. 172 Passenger	FROM SAN FRANCISCO. Second Class. 174 Valley Spring Passenger	Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 102. May 3, 1905. STATIONS.	DISTANCE FROM VALLEY SPRING.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	TOWARD SAN FRANCISCO. Second Class. 171 Passenger	TOWARD SAN FRANCISCO. Second Class. 173 Lodi Passenger	TOWARD SAN FRANCISCO. Third Class. 311 Lodi Passenger and Freight
Daily Ex. Sun.	Daily	Sunday Only										Daily	Sunday Only	Daily Ex. Sun.
	AM LV 8.30					0.0	DN.SAN FRANCISCO	131.0				PM AR 4.20		
	PM LV 1.05		14	20		106.8	WOODBRIDGE W	29.4		14	20	PM AR 12.50		
					5		2.6		7					
AM LV s 7.00	s 1.40	AM LV s 8.30				104.2	DN* LODI W	26.8				12 35 PM 11.20	PM AR s 4.25	PM AR s 5.10
					13		7.3		19					
s 7.25	s 1.57	s 8.44				111.5	D* Lockeford	19.5				s11.00	s 4.08	s 4.47
					6		3.9		10					
s 7.55	s 2.04	s 8.51				115.4	D* Clements W	15.6				s10.50	s 3.59	s 4.35
					11		6.2		15					
s 8.20	s 2.18	s 9.05				121.6	D* Wallace	9.4				s10.35	s 3.45	s 4.15
					11		5.6		12					
s 8.50	s 2.35	s 9.20				127.2	Helisma	3.8				s10.20	s 3.27	s 3.50
					6		3.0		8					
f	f	f				130.2	Norval (Spur)	0.8				f	f	f
					2		0.8		2					
9.30 AM AR	2.50 PM AR	9.45 AM AR				131.0	D*.VALLEY SPRING.W	0.0				10.00 AM LV	3.15 PM LV	3.30 PM LV
Daily Ex. Sun.	Daily	Sunday Only					(29.4)					Daily	Sunday Only	Daily Ex. Sun.
2.30	1.45	1.15					Time over District					2.50	1.10	1.40
10.72	16.80	21.44					Average speed per hour					18.56	22.97	16.08

Valley Spring Branch.

FOOT-NOTES.—No. 172 is superior to No. 173.
Nos. 174 and 312 are superior to No. 171.

* Telephone only.
** Trains will reduce speed to 8 miles per hour crossing trestle 128 G and H, and 129 A and C, between Helisma and Norval.

GALT AND IONE—AMADOR BRANCH.

FROM S. FRANCISCO. First Class. 132 Ione Passenger and Freight	Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 102. May 3, 1905. STATIONS.	DISTANCE FROM IONE.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	TOWARD S. FRANCISCO. First Class. 131 Ione Passenger and Freight
Daily										Daily
AM LV 8.30				0.00	.DN.SAN FRANCISCO	139.80				PM AR 4.20
PM LV 2.00	14	20		112.60	DN GALT W	27.20		14	20	AM AR 11.00
			12		5.56		17			
f				118.16	Conley (Spur)	21.64				f
			7		3.29		10			
f 2.22				121.45	Cicero	18.35				f10.38
			3		1.40		4			
f				122.85	Clay (Spur)	16.97				f
			24		10.37		31			
s 3.00				133.22	Carbondale	6.58				s10.07
			6		0.74		8			
f				133.96	Yaru (Spur)	5.84				f
					2.05					
f				136.01	Clarksona (Spur)	3.79				f
			8		2.72		8			
f				138.73	Dagon (Spur)	1.07				f
					0.27		1			
f				139.00	Younglove (Spur)	0.80				f
					0.80		2			
3.30 PM AR				139.80	D IONE W	0.00				9.25 AM LV
Daily					(27.20)					Daily
1.30					Time over District					1.35
18.13					Average speed per hour					17.18

Amador Branch.

BERENDA AND RAYMOND.

FROM SAN FRANCISCO. First Class. 156 Passenger and Freight	FROM SAN FRANCISCO. First Class. 150 Yosemite Passenger	Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA ANTIOCH.	TIME TABLE No. 102. May 3, 1905. STATIONS.	DISTANCE FROM FRESNO.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	TOWARD SAN FRANCISCO. First Class. 155 Passenger and Freight	TOWARD SAN FRANCISCO. First Class. 149 Yosemite Passenger
Daily	Daily										Daily	Daily
AM LV 8.30	PM LV 8.05				0.00	SAN FRANCISCO	206.65				PM AR 4.50	AM AR 8.50
PM LV 2.35	AM LV 4.45	14	20		177.59	DN BERENDA W	29.06		14	20	AM AR 10.25	PM AR 8.00
				15		3.41		15				
					181.00	A. T. & S. F. Crossing	32.47					
						3.98						
f 2.53	f 5.02				184.98	Talbot	36.45				f10.08	f 7.44
				8		4.22		8				
f 3.08	f 5.12				189.20	Daulton	40.67				f 9.52	f 7.35
				21		2.77		21				
f					191.97	Jesbel (Spur)	43.44				f	
						3.60						
f					195.57	Day (Spur)	47.04				f	
						0.60						
f 3.25	f 5.45				196.17	Herbert	47.64				f 9.23	f 7.13
				4		1.40		4				
f 3.35	f 5.50				197.57	Knowles (Spur)	49.04				f 9.15	f 7.08
				3		1.02		3				
3.45 PM AR	6.00 AM AR				198.59	D RAYMOND	50.06				8.55 AM LV	7.00 PM LV
Daily	Daily										Daily	Daily
1.10	1.15					Time over District					1.30	1.00
18.00	16.80					Average speed per hour					14.00	21.00

Yosemite Branch.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.
Trains must get clearance card at Ione, Valley Spring and Raymond when an operator is on duty. **Extra trains may pass, or run ahead of, third class trains without receiving an order to do so.**

WESTERN DIVISION.

NAPA JUNCTION AND SUISUN.

FROM SAN FRANCISCO.					Minimum running time between stations for freight trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 102. May 3, 1905. STATIONS.	DISTANCE FROM SUISUN.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles.		TOWARD SAN FRANCISCO.				
Third Class.			Second Class.									Second Class.		Third Class.		
296	264	260	74	72								71	73	263	295	259
*Santa Rosa Freight	Calistoga Freight	Freight	Suisun Passenger	Suisun Passenger and Freight						Danger Point	Caution Point	Suisun Passenger	Suisun Passenger	Calistoga Freight	Santa Rosa Freight	Freight
Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily								Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.
			PM LV 3.45	AM LV 6.50		31.01	SOUTH VALLEJO	20.10				AM AR 10.00	PM AR 6.10			
PM LV 5.55	PM LV 4.55	PM LV 1.30	PM LV 4.25	AM LV 7.25		38.31	D NAPA JUNCTION	12.80				AM AR 9.15	PM AR 5.42	AM AR 8.40	AM AR 10.10	PM AR 2.30
6.35	**5.30**	2.05 PM AR	f 4.35	f 7.35	22	41.97	3.66 Creston W	9.14	15			f 9.00	f **5.30**	8.20	9.50	2.10 PM LV
6.55	6.05		s 4.43	s **7.47**		45.89	3.92 D Cordelia	5.22		14	20	s 8.45	s 5.17	**7.47**	9.12	
			f	f		47.25	1.36 Thomasson (Spur)	3.86				f	f			
7.10	6.20		4.50	7.54	15	48.93	1.68 Subeet	2.18	11			8.37	5.11	7.25	8.59	
7.30 PM AR	6.40 PM AR		4.55 PM AR	8.00 AM AR		51.11	2.18 DN SUISUN W	0.00				8.30 AM LV	5.05 PM LV	7.15 AM LV	8.50 AM LV	
Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily			(12.80)					Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.
1.35	1.45	0.35	0.30	0.35			Time over District					0.45	0.37	1.25	1.20	0.20
8.08	7.32	6.27	25.56	21.94			Average speed per hour					17.04	20.76	9 04	9.60	10.98

ELMIRA AND RUMSEY.

FROM SAN FRANCISCO.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 102. May 3, 1905. STATIONS.	DISTANCE FROM RUMSEY.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		TOWARD SAN FRANCISCO.	
First Class.									First Class.	
80	78								79	77
Winters Passenger	Rumsey Passenger & Freight						Danger Point	Caution Point	Winters Passenger	Rumsey Passenger & Freight
Daily	Daily								Daily	Daily
PM LV 3.30	AM LV 7.00		0.00	SAN FRANCISCO 60.32	111.37				AM AR 10.50	PM AR 7.20
PM LV 6.40	AM LV 10.00		60.32	DN ELMIRA W	51.05				AM AR 7.50	PM AR 4.50
s 6.50	s10.10	5	64.56	4.24 D Vacaville	46.81	11			s 7.40	s 4.40
f	f	2	66.45	1.89 Violet (Spur)	44.92	5			f	f
f	f	3	69.27	2.82 Hartley (Spur)	42.10	7			f	f
f	f	3	71.22	1.95 Allendale (Spur)	40.15	5			f	f
f 7.11	f10.45	5	74.85	3.63 Wolfskill	36.52	9			f 7.15	f 3.35
7.15 PM AR	s10.55	2	76.82	1.97 D Winters W	34.55	6			7.10 AM LV	s 3.20
	f11.05	6	81.19	4.37 Ely	30.18	11				f 3.00
	f11.12	4	84.34	3.15 Citrona	27.03	8				f 2.50
	s11.20	4	87.67	3.33 Madison	23.70	9				s 2.35
	s11.28	4	90.77	3.10 Esparto W	20.60	10	14	20		s 2.20
		3	92.64	1.87 Corfu (Spur)	18.73	6				
	f11.36	1	93.37	0.73 Capay	18.00	3				f 2.08
	f11.47	7	97.47	4.10 Cadanassa	13.90	14				f 1.52
	f11.58	7	101.67	4.20 Tancred	9.70	14				f 1.34
	PM f12.06	4	104.17	2.50 Surrey	7.20	8				f 1.26
	f12.10	3	105.17	1.00 Amaranth	6.20	3				f 1.22
	s12.20		106.37	1.20 D Guinda	5.00	4				s 1.18
	f12.25	1	107.07	0.70 Sauterne	4.30	2				f 1.12
	f12.30	3	108.77	1.70 Cashmere	2.60	6				f 1.07
	12.40 PM AR	4	111.37	2.60 RUMSEY W	0.00	10				1.00 PM LV
				(51.05)						
Daily	Daily								Daily	Daily
0.35	2.50			Time over District					0.40	3.50
28.20	18.02			Average speed per hour					24.60	13.31

*No. 296 may carry passengers.

☞ **FOOT-NOTES.—No. 72 is superior to No. 71.**
No. 74 is superior to No. 73.
No. 260 is superior to No. 259.
No. 78 is superior to No. 77.

West-bound trains are superior to trains of the same class in opposite direction (see Rule 81), except as per foot-notes above.

Extra trains may pass, or run ahead of, third class trains without receiving an order to do so.

WESTERN DIVISION: South Vallejo, and Calistoga.

FROM SAN FRANCISCO.

Third Class.		Second Class.						First Class.				DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 102. May 3, 1905. STATIONS.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles.	
260	262	166	164	74	168	72	162	64	68	62	66				Danger Point	Caution Point
Passenger and Freight	Calistoga Freight	Passenger	Napa Passenger	Suisun Passenger and Freight	Napa Passenger	Suisun Passenger and Freight	Passenger	Calistoga Passenger	Santa Rosa Passenger	Calistoga Passenger	Santa Rosa Passenger					
Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily					
					AM LV 10.30			PM LV 4.00	PM LV 4.00	AM LV 7.30	AM LV 7.30	0.00	SAN FRANCISCO			
PM LV 12.15				PM LV 3.45	PM LV 12.05	AM LV 6.50		PM LV 5.40	PM LV 5.30	AM LV 9.15	AM LV 9.05	31.01	D SOUTH VALLEJO W			
f12.20				s 3.50	s12.08	s 6.54		s 5.42	s 5.32	s 9.17	s 9.07	32.11	1.10 North Vallejo	2		
12.30				f 4.01	f12.14	f 7.04		5.48	f 5.38	9.24	f 9.14	35.39	3.28 Flosden	4	14	20
12.40 PM AR				s **4.10** PM AR	s12.20	s **7.10** AM AR		s **5.55**	s 5.45 PM AR	s **9.30**	s 9.20 AM AR	38.31	2.92 D NAPA JUNCTION	4		
	AM LV 9.05	PM LV 5.45	PM LV **5.00**		12.20		AM LV 6.35	5.56		9.30		38.31	D NAPA JUNCTION			
		f 5.51	5.07		f12.28		f 6.42	f 6.02		f 9.36		42.06	3.75 Thompson (Spur)	4		
												45.16	3.10 Imola (Spur)	3		
	9.48	6.00 PM AR	**5.15** PM AR		12.40 PM AR		**6.51** AM AR	s 6.12		s **9.48**		46.47	1.31 D Napa W	2		
	10.15							f 6.17		f 9.53		48.80	2.33 Union			
	10.30							f 6.22		f 9.59		51.11	2.31 Oak Knoll	9		
	10.41							f 6.27		f10.03		52.79	1.68 Trubody			
	10.55							s 6.32		s10.10		55.05	2.26 D Yountville	4		
	11.17							s 6.40		s10.17		58.49	3.44 D Oakville	2		
	11.30							s 6.45		s10.21		60.38	1.89 D Rutherford		14	20
	11.38							f 6.49		f10.25		62.32	1.94 Zinfandel			
												63.09	0.77 Thomann (Spur)	4		
	11.45							f 6.52		f10.28		63.44	0.35 Crane			
	PM 12.01							s 6.56		s10.32		64.36	0.92 St. Helena			
	12.05							6.58		10.34		65.60	1.24 Krug			
	12.08							f 7.00		f10.36		66.35	0.75 Barro			
								f		f		68.53	2.18 Bale (Spur) W	9		
	12.18							f 7.05		f10.43		69.27	0.74 Larkmead			
								f		f		69.94	0.67 Maple W			
	12.30 PM AR							7.12 PM AR		10.50 AM AR		72.79	2.85 D CALISTOGA W			
Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily		(41.78)			
0.25	3.25	0.15	0.15	0.25	0.35	0.20	0.16	1.32	0.15	1.35	0.15		Time over District			
17.52	10.09	32.64	32.64	17.52	26.50	21.90	30.60	27.25	29.20	26.38	29.20		Average speed per hour			

☞FOOT-NOTES.—No. 164 is superior to No. 165.

No. 262 is superior to No. 261.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.

Trains must get clearance card at South Vallejo when an Operator is on duty.

Extra trains may pass, or run ahead of, third class trains without receiving an order to do so.

Trains will stop as follows:

*Stop only to leave passengers.

At Suscol, Nos. 62, 64, 164 and 168 on signal.

At Middleton, Nos. 62 and 64 on signal.

At Orphans' Home, Nos. 66, 68, 72, 74, 168 and 260 on signal.

☞Nos. 162 and 166 will leave Cement Works at Napa Junction at 6:30 A. M. and 5:40 P. M. respectively.

No. 164 Sunday will leave Cement Works 4:58 P. M.

WESTERN DIVISION: South Vallejo and Calistoga.

TOWARD SAN FRANCISCO.

Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	Minimum running time between stations for freight trains—minutes.	TIME TABLE No. 102. May 3, 1905. STATIONS.	DISTANCE FROM CALISTOGA.	First Class.				Second Class.							Third Class.
					61	65	63	67	161	71	163	169	167	165	73	261
					Calistoga Passenger	Santa Rosa Passenger	Calistoga Passenger	Santa Rosa Passenger	Passenger	Suisun Passenger and Freight	Napa Passenger and Freight	Napa Passenger	Napa Passenger	Passenger	Suisun Passenger	Calistoga Freight
					Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Sunday Only	Daily Ex. Sun.	Daily	Daily Ex. Sun.
			SAN FRANCISCO	72.79	AM AR 9.20	AM AR 9.20	PM AR 6.20	PM AR 6.20								
			D SOUTH VALLEJO .W	41.78	AM AR 7.30	AM AR 7.40	PM AR 4.30	PM AR 4.40		AM AR 10.00	AM AR 11.05	AM AR 10.25			PM AR 6.10	
14	20	4	1.10													
			North Vallejo	40.68	s 7.27	s 7.37	s 4.27	s 4.37		s 9.55	s10.59	10.19			s 6.07	
		8	3.28													
			Flosden	37.40	7.20	f 7.30	4.20	4.30		f 9.42	f10.49	10.12			f 6.00	
		8	2.92													
			D NAPA JUNCTION	34.48	**7.15**	7.25 AM LV	**4.15**	4.25 PM LV	—	**9.30** AM LV	10.40	10.05			**5.55** PM LV	
			D NAPA JUNCTION	34.48	s 7.14		s 4.14		AM AR 6.15		s 8.30	s10.05	PM AR **4.55**	PM AR 5.31		PM AR 4.35
		8	3.75													
			Thompson (Spur)	30.73	f 7.08		f 4.08		6.07		8.23	9.58	f 4.47	5.23		
		6	3.10													
			Imola (Spur)	27.63												
		3	1.31													
			D Napa W	26.32	s **7.01**		s **3.58**		6.00 AM LV		8.15 AM LV	**9.48** AM LV	4.40 PM LV	**5.16** PM LV		**3.58**
			2.33													
			Union	23.99	f 6.54		f 3.48									3.05
		18	2.31													
			Oak Knoll	21.68	f 6.50		f 3.42									2.53
			1.68													
			Trubody	20.00	f 6.47		f 3.38									2.45
			2.26													
			D Yountville W	17.74	s 6.42		s 3.32									2.33
		7	3.44													
			D Oakville	14.30	s 6.36		s 3.23									2.15
		4	1.89													
			D Rutherford	12.41	s 6.32		s 3.18									2.05
14	20		1.94													
			Zinfandel	10.47	f 6.28		f 3.13									1.55
			0.77													
			Thomann (Spur)	9.70												
		8	0.35													
			Crane	9.35	f 6.26		f 3.11									1.49
			0.92													
			St. Helena	8.43	s 6.25		s 3.09									1.43
			1.24													
			Krug	7.19	6.22		3.04									1.26
			0.75													
			Barro	6.44	f 6.21		f 3.03									1.23
		18	2.18													
			Bale (Spur) .W	4.26	f		f									
			0.74													
			Larkmead	3.52	f 6.16		f 2.56									1.12
			0.67													
			Maple W	2.85	f		f									
			2.85													
			D CALISTOGA W	0.00	6.10 AM LV		2.50 PM LV									1.00 PM LV
			(41.78)		Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Sunday Only	Daily Ex. Sun.	Daily	Daily Ex. Sun.
			Time over District.		1.20	0.15	1.40	0.15	0.15	0.30	2.50	0.37	0.15	0.15	0.15	3.35
			Average speed per hour.		31.33	29.20	24.54	29.20	32.64	14.60	23.14	25.07	32.64	32.64	29.20	9.57

☞ **FOOT-NOTES.—No. 164 is superior to No. 165.**
No. 262 is superior to No. 261.

West-bound trains are superior to trains of the same class in the opposite direction (see rule 81), except as per foot-notes above.

Trains must get clearance card at Calistoga when an operator is on duty.

Extra trains may pass, or run ahead of, third class trains without receiving an order to do so.

Trains will stop as follows:

⋆Stop only to leave passengers.
At Suscol—Nos. 61, 63 and 163, on signal.
At Middleton—Nos. 61 and 63, on signal.
At Orphan's Home—Nos. 65, 67, 71, 73, 163 and 169 on signal.

☞ Nos. 161, 165 and 167 will run to Cement Works at Napa Junction.

WESTERN DIVISION: Napa Junction and Santa Rosa.

FROM SAN FRANCISCO—East Bound.										TIME TABLE No. 102. May 3, 1905.					TOWARD SAN FRANCISCO—West Bound.						
Third Class.		First Class.				Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	STATIONS.	DISTANCE FROM SANTA ROSA.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		First Class.					Third Class.	
534 S. F. & Napa Freight (134) Daily Ex. Sun.	294 Santa Rosa Freight Daily Ex. Sun.	68 Santa Rosa Passenger Daily	426 S. F. & Napa Passenger (126) Daily	66 Santa Rosa Passenger Daily	442 S. F. & Napa Passenger (142) Daily	Danger Point	Caution Point						Danger Point	Caution Point	65 Santa Rosa Passenger Daily	401 S. F. & Napa Passenger (101) Daily	67 Santa Rosa Passenger Daily	441 S. F. & Napa Passenger (141) Daily Ex. Sun.	443 S. F. & Napa Passenger (143) Sunday Only	533 S. F. & Napa Freight (133) Daily Ex. Mon.	293 Santa Rosa Freight Daily Ex. Sun.
		PM LV 4.00		AM LV 7.30					0.00	SAN FRANCISCO	75.01				AM AR 9.20		PM AR 6.20				
		PM LV 5.30		AM LV 9.05					31.01	D SOUTH VALLEJO W	44.00				AM AR 7.40		PM AR 4.40				
	AM LV 10.30	PM LV 5.47		AM LV 9.22					38.31	D NAPA JUNCTION	36.70				AM AR 7.23		PM AR 4.24				PM AR 5.05
	10.44	f 5.57		f 9.32				8	43.31	5.00 D BUCHLI	31.70	11			7.12		4.13				4.49
PM LV 6.30	10.44	**5.57**	PM LV 4.30	9.32	AM LV 7.30			4	43.31	S. F. & Napa Ry. Junc. D BUCHLI	31.70	5			f 7.12	AM AR 9.15	f 4.13	PM AR **5.51**	PM AR 6.55	AM AR 2.30	4.49
6.40	10.50	f 6.02	4.35	f 9.37	7.35				45.51	2.20 Foot-note Merazo	29.50				f 7.06	9.10	f 4.08	5.46	6.50	2.20	4.43
6.45 PM AR	10.58	6.05	**4.37** PM AR	9.40	7.37 AM AR				46.77	1.26 D RAMAL (No Siding) S. F. & Napa Ry. Junc.	28.24				7.03	9.08 AM LV	4.06	5.44 PM LV	6.48 PM LV	2.15 AM LV	**4.37**
	10.58	6.05		9.40				8	46.77	D RAMAL (No Siding)	28.24	8			7.03		4.06				4.37
	11.35	f 6.12		f 9.48					50.31	3.54 C. N. W. Crossing D Shellville	24.70				f 6.57		f 3.59				4.25
								5	53.43	3.12 Snyder (Spur)	21.58	7									
	11.50	s 6.23		s 9.58				2	54.81	1.38 D El Verano W	20.20	3			s 6.48		s **3.50**				**3.50**
		f		f				3	56.42	1.61 Agua Caliente (Spur)	18.59	4			f		f				
		f		f		14	20	1	57.21	0.79 Sobre Vista (Spur)	17.80	5			f		f				
	PM 12.02	f 6.30		f10.06				1	57.91	0.70 C. N. W. Crossing Yulupa	17.10		14	20	f 6.42		f 3.44				3.26
	12.06	f 6.32		f10.08				1	58.60	0.69 Gelston	16.41	4			f 6.39		f 3.41				3.23
	12.17	s 6.35		s10.12				3	60.11	1.51 Glen Ellen	14.90	5			s 6.36		s 3.38				3.18
	12.19	f 6.36		f10.14				1	60.71	0.60 Warfield	14.30				f 6.34		f 3.36				3.10
	12.23	f 6.39		f10.17				3	62.11	1.40 Beltane	12.90				f 6.31		f 3.32				3.05
	12.28	f 6.43		f10.21				3	63.81	1.70 Wildwood	11.20	6			f 6.27		f 3.28				2.58
	12.40	s 6.46		s10.24				1	64.51	0.70 D Kenwood	10.50				s 6.25		s 3.26				2.56
		f		f				2	65.94	1.43 Lawndale (Spur)	9.07	9			f		f				
	12.47	f 6.52		f10.30				1	66.61	0.67 Los Guilicos	8.40				f 6.19		f 3.20				2.42
	12.52	f 6.55		f10.33				2	67.91	1.30 Annadel	7.10				f 6.16		f 3.17				2.37
		*		*				5	69.50	1.59 Oleson (Spur)	5.51	6			*		*				
	1.00	f 7.01		f10.39					70.41	0.91 Melitta	4.60				f 6.10		f 3.11				2.28
								3	72.10	1.69 Baku (Spur)	2.91	14									
	1.15 PM AR	7.12 PM AR		10.50 AM AR				5	75.01	2.91 D SANTA ROSA W	0.00				6.00 AM LV		3.00 PM LV				2.10 PM LV
										(36.70)											
Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily Ex. Mon.	Daily Ex. Sun.
0.15	2.45	1.22	0.07	1.28	0.07					Time over District					1.23	0.07	1.24	0.07	0.07	0.15	2.55
13.84	13.32	26.50	29.66	25.02	29.66					Average speed per hour					26.53	29.66	26.22	29.66	29.66	13.84	12.58

☞FOOT-NOTE.—No. 294 is superior to No. 293.

West-bound trains (or trains running from Santa Rosa to Napa Junction) are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-note above.

Trains must get clearance card at Santa Rosa when an Operator is on duty.

Extra trains may pass, or run ahead of, third class trains without receiving an order to do so.

FOOT-NOTE—No. 533 daily except Monday.

NOTE CAREFULLY.—Between Ramal and Buchli a manual block system is in operation from 7 a. m. to 7 p. m. (See Manual Block System Rules, page 97, Book of Rules.)

Operators at such stations when on duty will register all trains, and hand inferior trains "Register Check" of superior trains which have arrived, otherwise trainmen must register and check same.

Trains will stop as follows:

*Stop only to leave passengers.

Tule Vista Nos. 65, 66, 67 and 68 during hunting season will stop on signal.

At Felice—Nos. 65, 66, 67 and 68 on signal.

FLAGGING.

Attention is called to information shown in vertical columns on face of this time-table to right and left of station names, denoting flagging distances as per Rule 99. These distances must be strictly observed.

SPECIAL RULES.

Automatic Block Signals are in service between Oakland Pier and Port Costa; also Tracy and Stockton. See Rules 38 to 51, inclusive, pages 94 to 97, and be governed accordingly. Trainmen and Enginemen must use extreme care in lining up properly all switches leading into main track, or automatic signals will stand at "Stop," causing unnecessary delay to trains.

Between Ramal and Buchli and between Benicia and Mikon, a Manual Block System is in operation. (See Manual Block System Rules, page 97, revised edition of Book of Rules, and be governed accordingly).

Referring to Rule 40, Page 94, Standard Rules. On single track, trains will wait three minutes before following flagman, under conditions outlined in said rule. On double track, under similar conditions, trains must come to a full stop and may then proceed cautiously, moving only under control—this meaning ability to stop within range of vision—flagman being invariably sent ahead in stormy or foggy weather.

Block Signal rules provide that block signals do not affect the rights of a train under the time table or train rules, nor dispense with the use or observance of other signals whenever they may be required.

Trainmen must not depend upon the block system to protect their trains, but whenever necessary must see that the train is protected by flag, as per Rule 99, page 18.

Semaphore signals, interlocked with the drawbridges at such points, having been put up at San Joaquin River between Minard and Lathrop, Pacheco Slough at Avon and Cordelia Slough at Cygnus, trains approaching these drawbridges from either direction and finding the semaphores at "clear," may pass over the drawbridges without coming to a full stop, speed, however, to be reduced so as not to exceed fifteen miles per hour. If signals are found at danger, trains must be brought to a full stop, and crew be governed by Rule 40 (page 94).

"Referring to Rule 12 (concerning distant signals) on page 90 in books of Rules and Regulations: Distant signals are also used for indicating position of obscure switches. When a distant switch signal stands at 'Caution,' it indicates that switch in advance of it is open, and that trains must be brought to a stop before reaching the open switch. When it stands at 'Safety,' it indicates that switch in advance of it is closed, and that trains may proceed."

Trains must use caution in passing a train receiving or discharging passengers at a station and must not pass between it and the platform at which the passengers are being received or discharged.

In addition to junctions and terminals, 16th Street and First Street (Oakland), Livermore, Montpellier, Madera, Martinez, Benicia, Napa, Ramal, Buchli and Creston will be registering stations. **Except Branch trains, only,** will be required to register at Suisun, Elmira, Galt and Concord. Operators will register for PASSENGER TRAINS not scheduled to stop at their stations. Especially is this necessary at Buchli and Ramal when an operator is on duty.

Enginemen, before leaving any registering station, will require from the Conductor a check on proper blank showing the numbers of **all superior trains,** if any, together with time of arrival or of departure, and must assure themselves that no train affecting their rights is omitted therefrom.

Passenger trains must not be run from the instant of their departure from any station to the instant of their arrival at the next station in less time than given in the column headed "*Minimum running time between Stations for passenger trains.*"

Freight trains must not be run from the instant of departure from any station to the instant of their arrival at the next station in less time than given in the column headed "*Minimum running time between Stations for freight trains.*"

Standard clocks are located at Oakland Pier, West Oakland (telegraph office), San Jose, Tracy, Mendota, Fresno, Stockton, Lodi, Galt, Sacramento, Berenda, South Vallejo, Suisun and Elmira.

OAKLAND PIER INTERLOCKING SYSTEM.

The following signals in the Oakland Interlocking System are assigned to special routes as noted. All other signals in the system govern tracks in accordance with Standard Rules. (See page 107.)

The two signal bridges east of Oakland Pier depot will be known as Bridge No. 1 and No. 2. Bridge No. 1 is west of Tower No. 1 and Bridge No. 2 is east of it. The signal posts on the bridges are placed over the right-hand rail of the track upon which trains approach.

All trains starting out of Oakland Pier will be governed by dwarf signal placed on right-hand side of track upon which train stands, which signal will be good only to Signal Bridge No. 1, from which point trains will get signal good only to Bridge No. 2, as follows:

Post over track No. 1 carries signals 35 and 37.
Signal 35 into track No. 2.
Signal No. 37 across tracks 2 and 3 into track 4.
Post over track No. 2 carries signals 39 and 41.
Signal 39 out track 2.
Signal 41 across track 3 and into track 4.
Post over track No. 3 carries signals 43 and 45.
Signal 43 out track 3.
Signal 45 into track 4.
Post over track No. 4 carries signals 47 and 49.
Signal 47 out track 4.
Short arm switching signal 49 to tracks 3 or 2.

East-bound Signal Bridge No. 2 as below:

Post over track No. 1 carries signal No. 51.
Short arm switching signal 51 out track 1 or across tracks 2 and 3 and into track 4.
Post over track No. 2 carries signals 53 and 55.
Signal 53 out track 2.
Short arm switching signal 55 into track 1.
Post over track No. 3 carries signals 57 and 59.
Signal 57 into track 2.
Short arm switching signal 59 into track 1.
Post over track No. 4 carries signals 61 and 63.
Signal 61 out on track 4.
Signal 63 across track 3 and out on track 2.

West-bound trains coming into Oakland Pier on tracks 1 and 3 will be governed by signals on 4-arm bracket pole just east of wharf cross-over. These signals are good only to bridge No. 2 and enginemen will, under no circumstances, run by them when at danger without first getting a hand signal from some one in authority on the ground close enough to them to be certain of no misunderstanding.

Right-hand post carries signals 30 and 32.
Signal 30 in on track 1.
Signal 32 in on tracks 2, 3 or 4.
Left-hand post carries signals 34 and 36.
Signal 34 in on track 3.
Signal 36 in on track 4, or into Long Wharf track, or into and west on track 1, or into track 1 and across into track 2.

West-bound signals on Bridge No. 2 are good only to Bridge No. 1, as below:

Post over track No. 1 carries signals 18 and 18½.
Signal 18 in on track 1.
Signal 18½ in on track 2 or 3.
Post over track No. 2 carries signal 20.
Signal 20 in on track 2.
Post over track No. 3 carries signals 22 and 24.
Signal 22 in on track 3.
Signal 24 in on track 2 or 1.
Post over track No. 4 carries signals 26 and 28.
Signal 26 in on track 4.
Short arm switching signal 28 in on tracks 3, 2 or 1.

West-bound signals on Bridge No. 1, as below:

Post over track No. 1 carries signal 8.
Signal 8 in on tracks 2, 3, 4 or 5.
Post over track No. 2 carries signal 10.
Signal 10 in on tracks 6, 7 or 8.
Post over track No. 3 carries signals 12 and 12½.
Signal 12 in on track 9, 10, 11 or 12.
Signal 12½ in on track 13, 14 or 15.
Post over track No. 4 carries signals 14 and 16.
Signal 14 in on tracks 13, 14 or 15.
Short arm switching signal 16 in on storage tracks.

Trains coming from shop track will be governed by dwarf signals Nos. 38 and 40, as below:

Signal 38 across tracks 4, 3, 2 and 1 and in on wharf trestle.
Signal 40 across tracks 4, 3 and 2 and in on track 1, or in on track 4.

When signals are inoperative and hand signals are used to move trains over tracks controlled by interlocking system, no such signal should be given or obeyed unless green flag or green lantern is used by Towermen.

Whenever large whistle on top of Tower No. 1 is sounded, all engines or trains, moving within district controlled by this tower, shall be at once brought to a full stop and not again moved until signal is given by proper authority from the tower.

SAN FRANCISCO AND PORT COSTA.

(See top of page for Automatic Block Limits.)

The limits of Oakland Yard will extend from west end of trestle east of Alice Street, on Niles Line and the sign board east of draw-bridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to 16th Street Station on Port Costa Line.

Approaching any switches within the limits of Oakland Yard, trains of this line will, when necessary, give whistle signal as per Standard Rule 14, page 12, to the switchman.

Trains going to West Oakland, through the freight track in Cedar Street, will be careful not to delay or block local or main line passenger trains; and when approaching 16th Street station, if ready to go through without stopping, will give four short blasts of the whistle, thus, — — — —

The freight track in Cedar Street, between West Oakland and 16th Street stations, is controlled by signals from Towers 2 and 4 of the Block System. Trains for West Oakland, arriving at 16th Street, may leave that station regardless of their schedule time, or of opposing trains, provided they get proper signals giving them a clear track; and trains may leave West Oakland regardless of arrival of opposing trains, provided they get proper signal giving them a clear track. When the signals will not work and hand signals are necessarily given, trains must be run in accordance with time and rights of Time Table.

Switch engines doing work on Cedar Street at Oil Works must obtain permission from Towerman, Tower 4, 16th Street, Oakland, before doing such work.

Trains must not run faster than 10 miles per hour in crossing University Avenue and Delaware Street, at West Berkeley station.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed between the Northern Switch and the west end of the fill near Dalton's Foundry, on Cedar Street; also when running through Cedar Street, between Dalton's Foundry and Atlantic Street.

West-bound main-line trains coming into 16th Street must not pass either Berkeley local train when west of the east switch of the passing track, nor must enter the station at 16th Street while either Berkeley train is there.

On double track between 16th Street, Oakland, and Port Costa, trains will use the right-hand track when moving east or west as the case may be.

The switches at 16th Street, Oakland, and end of double track east of Port Costa, will be operated and controlled by Towermen. Enginemen and trainmen must familiarize themselves with the signals connected therewith, and be governed accordingly.

Following rules will be applicable on Double Track between Oakland and Port Costa:

"***All freight trains*** *will move with the current of traffic without reference to class of train, being governed by automatic signals. Such freight trains must, however, clear the time of passenger trains moving in the same direction; telegraph offices at stations named on pages 2 and 3 will be maintained without semaphores, orders on Form 19 to be issued at such stations when desirable.*"

"*A regular train may pass and run ahead of a train of the same class, or its sections.*

"*A section may pass or run ahead of another section of the same train, first exchanging orders, signals and numbers with the section to be passed.*

"*An extra train may pass and run ahead of extra and third class trains or their sections.*

"*Work extras must be assigned working limits. Within these limits such trains must move with the current of traffic, unless train orders otherwise direct.*"

SPECIAL RULES—Continued.

PORT COSTA YARD LIMITS.

The Junction Double Track Switch east of Port Costa is connected with **interlocking signals** and will be controlled by towermen. Enginemen and trainmen must familiarize themselves with Signals connected therewith and be governed accordingly. See Rules 110 to 130, pages 106 to 109 inclusive.

The limits of Port Costa Yard will extend from the sign board near Eckleys to the sign board east of Nevada Dock. Within these limits extra trains must run with great care. Switches on long siding, or working track, which extends from Vallejo Junction to the boat tracks at Port Costa, must always be left closed on the siding.

The working track between Port Costa and Crockett may be used from seven (7) P. M. until six (6) A. M. for the west-bound movement of freight trains. *Trainmen of such trains must protect themselves by flag, as per Rule 99, when pulling out on main line.* Speed of freight trains using working track as above must not exceed fifteen (15) miles per hour, and crews of such trains must be in readiness at all times to protect rear end.

PORT COSTA AND SACRAMENTO.

(See page 23 for Manual Block Limits.)

The limits of Benicia Yard will extend to and include House track, Army Point.

Tracks between Benicia and Arsenal will be used as **double track main line.**

Trains using the right-hand track when moving east or west as case may be.

At Benicia, trains will be governed by special rules issued to facilitate transfer on Benicia Ferry.

Switch at east end of double track at Arsenal will stand normally for the right-hand or westbound track, and if used must be restored to such position.

The limits of Sacramento Yard will extend to and include Washington Spur. Within the limits of the Yard all trains and light engines must be handled with care and kept under full control, and the bell must be rung constantly. Through obscure portions of yard such trains or engines must not pass the switchtender's station at Sixth Street, Fourth Street, and east end of Sacramento River Bridge without receiving signals to "proceed."

Under no circumstances must the speed of any train exceed six miles per hour over Sacramento River Bridge. This applies to the whole length of the train.

"Semaphore signal interlocked with drawbridge over Sacramento River, having been installed at west end of the structure, east-bound trains, finding semaphore blade of such automatic signal at clear, may cross the bridge without coming to full stop; speed, however, to be regulated as above."

TRACY AND MENDOTA.

The junction switches at Tracy, after being used, must be set for the main track Tracy and Lathrop line.

All trains must be brought fully under control before passing over railroad crossing at Lyoth, notwithstanding flagmen may give clear signal, either by flag or semaphore.

Speed over the crossing must not, in any case, exceed 12 miles per hour.

STOCKTON, MILTON AND MERCED.

Speed of trains must be reduced to fifteen (15) miles per hour when passing over bridge at Tuolumne River (near Waterford). This applies to the whole length of the train.

LATHROP AND MERCED.

The junction switches at Lathrop, after being used, must be set for the main track Niles and Stockton line.

All trains must be brought fully under control before passing over railroad crossing about 1 mile south of Lathrop, notwithstanding flagman may give clear signal, either by flag or semaphore.

Speed over the crossing must not, in any case, exceed 12 miles per hour.

Speed of trains within the limits of Modesto and Merced should be reduced to fifteen (15) miles per hour.

MERCED, RAYMOND AND FRESNO.

By Ordinance, the rate of speed of engines or trains is limited to eight (8) miles per hour while running in the city limits of Fresno; also, no crossing may be blocked longer than five (5) minutes at a time.

PORT COSTA, SAN RAMON AND TRACY.

The speed of trains within the limits of Martinez, as designated by standard boards, must not exceed eight (8) miles per hour.

The junction switches at Tracy, after being used, must be set for the main track Tracy and Lathrop lines.

SAN FRANCISCO AND SAN JOSE.

The limits of Oakland Yard will extend from west end of trestle east of Alice Street, on Niles Line and the sign board east of draw-bridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to 16th Street Station on Port Costa Line.

Trains from Oakland Pier or trains leaving Oakland Yard via First Street will be governed by interlocking signals from Tower 7, located at First and Kirkham streets.

West-bound two-arm "home" signal near the foot of Adeline Street, controlled from tower: Upper arm on this pole good for west-bound trains westerly or west-bound main lines; lower signal good for west-bound trains westerly across links into main Freight Yard. East-bound trains on east-bound main line governed by one arm "home" signal almost opposite the tower. Derailing switches in both east and west-bound main line tracks fifty feet beyond the signal poles. All other train movements at this tower to be controlled by dwarf signals.

East-bound trains leaving Oakland Yard by way of the main freight lead on First Street, must respect, and be governed by, pot signal near foot of Myrtle Street in passing from freight lead to east-bound main line track.

The junction double-track switch at East Oakland will stand for right-hand track coming onto the double track and it will have to be opened and closed for east-bound trains. The target and switch light will stand clear for west-bound trains coming onto double track, and red for east-bound trains when going off double track onto single track.

All trains or engines must approach the local crossing switches of the Alameda line at Fruitvale with great care, and note that automatic signals protecting the crossing are at danger before passing over. The burden of responsibility for accident at this point will rest upon the crews of the trains crossing to or from the Alameda line.

Between Oakland Pier and Fruitvale stations, if a local train is about to come to a stop or has done so at *any* station, the speed of main-line trains must be reduced in passing such station, so that there will be no danger of hurting any passenger from the local train; come to a full stop if necessary.

To conform to ordinance, speed of all trains or engines within the city limits of San Jose must not exceed six (6) miles per hour. Movement of trains between San Jose and Niles, while entering or leaving San Jose yard, **will be governed by inter-locked semaphore signals** controlled from tower near Third Street.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed when running between Market and Alice streets on First Street, and when crossing Park Avenue at Twenty-third Avenue local station, the speed must be reduced to eight (8) miles an hour.

Trains should endeavor to avoid meeting on First Street between Franklin and Washington streets. If such meet is unavoidable, the higher-class train, or the west-bound train of the same class, shall have the preference, and the other must be brought to a stand until its engine has been passed by the rear end of the opposing train.

NILES AND STOCKTON.

Between the boards designating the limits of the city of Stockton, the speed of all trains must not exceed eight (8) miles per hour. Between the boards designating the "**Yard Limits**" at Stockton all extra trains or engines must run with great care, expecting to find main track in use.

All trains must be brought fully under control before passing over railroad crossing east of French Camp, notwithstanding flagmen may give clear signal, either by flag or semaphore, when the engine whistles for the crossing.

Speed over the crossing must not, in any case, exceed 12 miles per hour.

Interlocking signals have been placed to govern the crossing at Sacramento and Taylor streets in Stockton, of the tracks of the San Francisco & San Joaquin Valley R'y and this company. Trainmen and enginemen must carefully observe the position of the signals and be governed accordingly.

The junction switches at Tracy, after being used, must be set for the main track Tracy and Lathrop line.

The junction switches at Lathrop, after being used, must be set for the main track Tracy and Stockton lines.

STOCKTON, WOODBRIDGE, VALLEY SPRING AND SACRAMENTO.

The "LONG SIDING" extending from South St., Stockton, to El Pinal may be used as second track for main line train movement under special orders.

Between Asylum Switch and South St. yard engines may use this siding as a working track, and train movement thereon must be governed accordingly.

Outside of such limits all trains and engines, including yard engines, must be moved only under full control.

Switch at junction of lines Lodi and Woodbridge, after being used, must be set normally for main track, Sacramento and Stockton line.

STOCKTON, WOODBRIDGE, VALLEY SPRING AND SACRAMENTO—Cont'd.

Junction switch, Valley Spring line, in Lodi passing track must be set normally for passing track. Trains using such track must exercise care to avoid delaying Lodi and Valley Spring Branch trains.

The limits of Sacramento Yard extend to and include the switch at Homestead station on Western Division and from Elvas to Sacramento on the Sacramento Division. Within the limits of the yard all trains and light engines must be handled with care and kept under full control and the bell rung constantly. Through obscure portions of yard such trains or engines must not pass the switchtender's station at Sixth Street, Fourth Street, and east end of Sacramento River Bridge without receiving signals to "proceed."

On the double track between Sacramento and Elvas all trains must use the right hand track. Switches at Elvas will be operated and controlled by Towerman. The "Y" switches nearest to Ben Ali and Brighton, respectively, are controlled by Interlocking Signals indicated by semaphore arms located on poles 50 feet in advance of switch. When upper arm stands at "Proceed" the switches are set for Main track to Sacramento. When lower arm stands at "Proceed" switches are set for the "Y." Enginemen and Trainmen must familiarize themselves with the signals and be governed accordingly. All trains must approach Elvas cautiously and under full control. Trains from Brighton must not pass clearance point of Sacramento end of Elvas siding until signal allowing movement upon double track has been given by towerman, Trains to or from Brighton, will sound two long and three short blasts of the whistle, ▬▬ ▬▬ ▬ ▬ ▬, as a signal for the Towerman to set tbe switches accordingly.

Movement of all trains between Twelfth Street, Sacramento, and Elvas, will be governed by automatic block signals irrespective of time table and train order rights. Under the conditions described in Automatic Block System Rule No. 40, trains must come to a full stop and may then proceed cautiously, moving only under control with ability to stop within range of vision, flagman being invariably sent ahead in stormy or foggy weather. No train, however, should pass signal No. 5 governing westbound main line near Twenty-First Street should such signal be found at danger until signal has changed to safety, or hand-signal to proceed been given by switch tender.

Towerman at Elvas Tower will keep Train Register of Western Division trains for information in case of doubt as to movement of superior trains.

See current Sacramento Division Time Table for further Special Instructions.

Junction switch at Brighton west of the depot must be set normally for Brighton and Elvas line. Trains via Homestead will open and close this switch. All trains running on the Galt to Sacramento line via Homestead will reduce speed to fifteen miles per hour in passing through either the east or west junction switches at Brighton.

The Switch leading from Placerville to Homestead Line at Brighton must be set normally for Main track, Sacramento and Galt via Homestead.

Trains must approach crossing, Placerville and Elvas Line at Brighton, under control so as to avoid striking trains of either line which may be using same.

SOUTH VALLEJO, SUISUN AND CALISTOGA.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

By ordinance, it has been made unlawful for an engine, whether alone or attached to a car or cars, to run, be drawn or propelled on any track within the corporate limits of the city of Napa at a rate of speed greater than six (6) miles per hour, or to move an engine at any speed within the corporate limits of the city unless the bell on said engine be kept ringing the whole time said engine is in motion. You will, therefore, be governed accordingly.

By ordinance, it is required that the speed of trains and engines be reduced to twelve (12) miles an hour between Charter Oak Avenue and Fulton Lane in the town of St. Helena.

NAPA JUNCTION AND SANTA ROSA.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

The junction switches at Ramal and Buchli will be set normally for the San Francisco & Napa Railway. Movement of trains between these stations will be in accordance with the current time-table and Rules of the Western Division, Southern Pacific Co. Station semaphores will stand normally at "Stop." If semaphore is cleared on signal, San Francisco & Napa trains may pass through switches without stopping. Trains of Western Division will stop and sound two long and three short blasts of the whistle, thus ▬▬ ▬▬ ▬ ▬ ▬, as a signal to switch-tender to set switches accordingly. If switch-tender is not on duty trainmen must open and close switches, restoring them as above indicated.

ELMIRA AND RUMSEY.

All trains and engines on Clear Lake Branch, running from San Francisco must come to a full stop at the stop board between Wolfskill and Winters, and cross Putah Creek Bridge at a speed not exceeding six (6) miles per hour. This bridge is also used for a public highway.

Trains must not exceed ten (10) miles per hour while running in the main street in Capay.

COMPANY SURGEONS—WESTERN DIVISION.

NAME.	LOCATION.	DISTRICT.
Dr. F. K. Ainsworth, Manager and Chief Surg.	San Francisco, Cal	San Francisco.
Dr. W. B. Coffey, Division Surgeon	San Francisco, Cal	San Francisco.
Dr. J. H. O'Connor	San Francisco, Cal	San Francisco.
Dr. S. J. Gardner	San Francisco, Cal	San Francisco.
Dr. Geo. H. Powers, Oculist and Aurist	San Francisco, Cal	
Dr. Redmond Payne, Oculist and Aurist	San Francisco, Cal	
Dr. Geo. R. Carson, Assistant to Staff	San Francisco, Cal	
Dr. J. J. Meigs, Division Surgeon	Oakland, Cal	Between Oakland Pier, San Leandro and San Pablo.
Dr. J. P. Dunn, District Surgeon	Oakland, Cal	Between Oakland Pier, San Leandro and San Pablo.
Dr. E. F. Card, Oculist and Aurist	Oakland, Cal	
Dr. W. K. Sanborn, Emergency Surgeon	West Oakland, Cal	
Dr. C. H. Miller, Emergency Surgeon	San Leandro, Cal	
Dr. T. C. McCleave	Berkeley, Cal	Berkeley.
Dr. G. F. Chalmers	Niles, Cal	Between San Leandro, Milpitas and Sunol.
Dr. F. W. Browning, Emergency Surgeon	Haywards, Cal	
Dr. J. G. Nellis, Emergency Surgeon	Irvington, Cal	
Dr. W. H. Cope	Pleasanton, Cal	Between Sunol and Remillard.
Dr. W. S. Taylor	Livermore, Cal	Between Remillard and Midway.
Dr. J. D. Grissim	San Jose, Cal	Between Milpitas and San Jose.
Dr. J. U. Hall, Consult'g and Emerg'y Surg.	San Jose, Cal	
Dr. W. L. Wilson, Emergency Surgeon	Milpitas, Cal	
Dr. A. W. Rickey	Port Costa, Cal	Between San Pablo, Benicia, Vallejo and Brentwood.
Dr. Frank Rattan, Emergency Surgeon	Martinez, Cal	
Dr. W. S. George, Emergency Surgeon	Antioch, Cal	
[illegible] Geo. F. Wise, Emergency Surgeon	Brentwood, Cal	
Dr. Geo. McKenzie	Concord, Cal	Between Avon and San Ramon.
Dr. C. R. Leach, Emergency Surgeon	Walnut Creek, Cal	
Dr. H. C. Reamer, Emergency Surgeon	Danville, Cal	
Dr. H. C. Crowder	Tracy, Cal	Between Brentwood, Westley, Midway and Lathrop.
Dr. H. V. Armistead	Newman, Cal	Between Westley and Ingomar.
Dr. C. F. Wade	Los Banos, Cal	Between Ingomar and Mendota.
Dr. A. B. Powell, Emergency Surgeon	Dos Palos, Cal	
Dr. J. W. Jesse	Santa Rosa, Cal	Between Santa Rosa and Napa Junction.
Dr. H. L. Parish	Calistoga, Cal	Between Calistoga and Rutherford.
Dr. D. E. Osborne, Emergency Surgeon	St. Helena, Cal	
Dr. E. Z. Hennessey	Napa, Cal	Between Rutherford and Napa Junction.
Dr. C. E. Turner	South Vallejo, Cal	Between Napa Junction and South Vallejo.
Dr. W. L. McFarland	Benicia, Cal	Between Benicia and Goodyear.
Dr. W. G. Downing	Suisun, Cal	Between Goodyear, Napa Junction and Elmira.
Dr. H. P. Palmer, Emergency Surgeon	Vacaville, Cal	
Dr. E. K. Caldwell, Emergency Surgeon	Winters, Cal	
Dr. L. P. Hall	Dixon, Cal	Between Elmira and Tremont.
Dr. W. E. Bates	Davis, Cal	Between Tremont and Webster.
Dr. G. A. White, Division Surgeon (Will render service outside of hospital only in consultation with District Surgeons.)	Sacramento, Cal	
Dr. A. M. Henderson	Sacramento, Cal	Between Webster, Sacramento and Elk Grove.
Dr. G. L. Stevenson	Sacramento, Cal	Between Webster, Sacramento and Elk Grove.
Dr. Thos. Ross, Consulting Physician	Sacramento, Cal	
Dr. W. E. Briggs, Oculist and Aurist	Sacramento, Cal	
Dr. F. W. Harms	Galt, Cal	Between Elk Grove and Lodi.
Dr. A. L. Adams, Emergency Surgeon	Ione, Cal	
Dr. W. W. Fitzgerald	Stockton, Cal	Between Lodi, Lathrop and Milton.
Dr. F. R. Clarke	Stockton, Cal	Between Lodi, Lathrop and Milton.
Dr. F. W. Colman, Emergency Surgeon	Lodi, Cal	
Dr. S. R. Arthur, Emergency Surgeon	Woodbridge, Cal	
Dr. J. G. Priestly, Emergency Surgeon	Lockford, Cal	
Dr. W. L. Buckley, Emergency Surgeon	Milton, Cal	
Dr. J. A. Bainbridge, Emergency Surgeon	Lathrop, Cal	
Dr. J. G. Thompson	Oakdale, Cal	Between Peters and Montpellier.
Dr. J. P. Wilkes, Emergency Surgeon	Farmington, Cal	
Dr. J. L. Hennemuth, Emergency Surgeon	Waterford, Cal	
Dr. C. W. Evans	Modesto, Cal	Between Lathrop and Livingston.
Dr. H. V. Monnett, Emergency Surgeon	Turlock, Cal	
Dr. A. M. Smith	Merced, Cal	Between Livingston, Minturn and Montpellier.
Dr. A. H. Byars	Madera, Cal	Between Minturn and Borden.
Dr. T. M. Topp, Emergency Surgeon	Raymond, Cal	
Drs. W. T. and J. L. Maupin	Fresno, Cal	Between Borden and Fresno.

HOSPITALS:

General Hospital—S. P. Hospital, San Francisco, Cal.

Division Hospital—S. P. Hospital, Sacramento, Cal.

Emergency Hospital—S. P. Emergency Hospital, West Oakland, Cal.

NOTE—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

TONNAGE RATING.

WESTERN DIVISION.

CLASS.	ENGINE NUMBERS.	BOILER PRESSURE.	BENICIA TO *SACRAMENTO.	BETWEEN †OAKLAND AND MENDOTA (VIA MARTINEZ).		BETWEEN TRACY AND SACRAMENTO.	TRACY TO NILES.	NILES TO TRACY.	OAKLAND TO SAN JOSE.	SAN JOSE TO OAKLAND.	BETWEEN LATHROP AND FRESNO.	**NAPA JUNCTION TO SUISUN.	**SUISUN TO NAPA JUNCTION.
			Rating in Ms.	Rating in Ms.		Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.
			THROUGH	THROUGH	LOCAL	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH
C A	1430 to 1432	150	1930	1950	2515	1930	685	745	1430	1580	2025	630	440
C F	1402 to 1411	160	2210	2235	2870	2210	800	870	1645	1815	2320	730	515
C H	1414 to 1418	150	1945	2135	2815	1945	690	735	1425	1575	2025	670	465
C H	1419 to 1425	150	2115	1960	2590	2115	760	810	1555	1715	2205	735	515
C I	1300, 1307, 1309, 1310, 1312, 1318 1324, 1326, 1327, 1319	150	1770	1785	2345	1770	635	685	1315	1450	1860	610	425
C I	1302, 1304, 1305, 1306	150	1725	1740	2280	1725	625	675	1280	1415	1810	600	425
C J	1277, 1278, 1297, 1299, 1301, 1308, 1313 to 1317 1321 to 1323, 1328, 1330 to 1348, 1350 to 1354	140	1630	1645	2165	1630	580	625	1210	1335	1715	555	385
C J	1295	140	1695	1715	2210	1695	600	655	1255	1390	1780	550	380
C K	1355 to 1361	140	1650	1670	2190	1650	590	640	1225	1350	1735	565	395
C L	1263	140	1460	1475	1945	1460	500	545	1075	1190	1535	480	330
C L	1275, 1280, 1287, 1289, 1291	140	1470	1485	1955	1470	510	555	1085	1200	1545	490	335
C N	1268, 1269, 1285	140	1305	1320	1765	1305	460	490	955	1060	1365	460	320
C N	1284	140	1340	1360	1790	1340	460	500	990	1095	1415	440	300
C O	1272, 1286, 1292	140	1895	1910	2550	1895	690	730	1395	1540	1975	690	490
C O	1276, 1282, 1283	140	1625	1640	2190	1625	585	620	1195	1320	1695	580	405
C Q	1232, 1239, 1240	140	1560	1575	2070	1560	545	590	1150	1270	1640	520	360
C Q	1243 to 1256	140	1425	1440	1895	1425	495	535	1050	1165	1500	475	325
C R	1211	130	1185	1200	1590	1185	400	435	870	965	1250	380	255
C S	1228	140	1560	1575	2070	1560	545	590	1150	1270	1640	520	360
C S	1216, 1237, 1238, 1273	140	1310	1325	1750	1310	450	490	965	1070	1380	430	290
C T	1213, 1220 to 1222, 1224, 1225	140	1265	1275	1715	1265	435	465	925	1020	1320	435	300
C T	1217, 1218	140	1335	1350	1780	1335	465	500	985	1090	1405	445	305
C T	1219	140	1170	1185	1570	1170	395	430	860	955	1235	375	250
C V	1226	140	1335	1350	1780	1335	465	500	985	1090	1405	445	305
C I	1329	150	1850	1870	2450	1850	665	720	1375	1515	1945	640	450
D B	2221 to 2234	180	2945	2975	3880	2945	1095	1180	2200	2425	3090	1055	760
D C	2214 to 2220	180	2615	2625	3555	2615	965	990	1885	2080	2665	995	710
D D	2210 to 2213	180	2545	2570	3445	2545	925	955	1890	2085	2670	960	685
D E	2209	180	2810	2835	3640	2810	1030	1115	2095	2305	2945	945	675
D G	2184 to 2186	160	2480	2500	3325	2480	925	975	1835	2020	2585	925	665
D I	2154 to 2163, 2166 to 2173	160	2490	2510	3335	2490	930	985	1845	2030	2595	930	670
D J	2134 to 2153	160	2480	2505	3325	2480	925	980	1840	2020	2585	925	665
D K	2124 to 2126, 2128, 2130 to 2133	160	2475	2495	3320	2475	920	975	1830	2015	2580	920	660
D K	2127, 2129	160	2300	2325	3040	2300	835	900	1710	1890	2415	805	570
D M	2102, 2105, 2104, 2108, 2109, 2111 to 2113	145	2210	2225	2960	2210	825	870	1635	1800	2300	820	590
D N	2096 to 2101	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
D O	2020 to 2022	140	1650	1665	2220	1650	600	630	1215	1340	1720	595	420
D O	2023 to 2025	140	1935	1950	2600	1935	715	755	1430	1575	2020	710	510
D O	2026 to 2028	140	2035	2055	2690	2035	750	805	1520	1675	2140	720	515
D O	2031 to 2095, 2029	140	2160	2180	2895	2160	805	850	1600	1760	2250	800	575
D P	2013, 2016 to 2019	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
D P	2014, 2015	150	2160	2180	2855	2160	785	850	1610	1775	2265	755	540
D Q	2010 to 2012, 1012	150	1855	1870	2485	1855	685	725	1370	1510	1930	685	490
D R	2004, 2006, 2008, 2009	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
D L	2114 to 2123	160	2490	2515	3335	2490	935	990	1850	2030	2595	935	675
D R	2007	150	2310	2310	3150	2310	865	865	1640	1805	2310	900	650
E D	1615 to 1719	190	3790	3810	5105	3790	1450	1490	2765	3040	3870	1480	1080
N A	3000 to 3009, 273 to 278	200	3100	3130	4215	3100	1120	1190	2290	2530	3250	1140	805
E F	1725 to 1769, 1780 to 1802	200	4180	4180	5680	4180	1600	1600	2975	3275	4170	1660	1210
N B	3016 to 3024	200	3190	3220	4340	3190	1150	1225	2360	2605	3350	1180	830
G F	2801 to 2812	160	3165	3285	4485	3165	1225	1225	2245	2440	3165	1275	930
ALLOWANCE FOR EMPTY AND UNDERLOADED CARS—Ms.	Less than 40 Ms		6	6	6	6	3	3	6	6	6	3	3
	40 to 50 Ms		3	3	3	3	0	0	3	3	3	0	0
	More than 50 Ms		0	0	0	0	0	0	0	0	0	0	0

* Use rating Oakland to Mendota for freight trains between Oakland and Port Costa.

† Trains with over 60% engine rating will be given switch engine helper out of Oakland yard.

** For freight trains on Santa Rosa Branch use rating Niles to Tracy. For freight trains on Calistoga Branch use rating San Jose to Oakland.

TONNAGE RATING—Continued.

To find maximum load that can be hauled at ten miles per hour on ruling grade between any two stations, multiply rating for through freight by figures in column opposite station desired, east or west, as the case may be. "F" denotes full number cars allowed, which must not be exceeded in any case.

STATIONS.	East.	West.
West Oakland and Oakland	1.50	1.93
Oakland and Stockyard	1.50	1.50
Stockyard and West Berkeley	1.50	1.50
West Berkeley and Stege	1.50	2.66
Stege and San Pablo	1.50	2.00
San Pablo and Pinole	1.93	1.36
Pinole and Rodeo	2.40	2.00
Rodeo and Vallejo Jct	2.66	1.83
Vallejo Jct. and Crockett	F	1.83
Crockett and Port Costa	2.66	2.53

STATIONS.	East.	West.
Port Costa and Benicia		....
Benicia and Army Point	2.77	2.77
Army Point and Goodyear	2.77	2.77
Goodyear and Teal	2.77	2.77
Teal and Suisun	2.77	2.77
Suisun and Vanden	1.03	2.77
Vanden and Cannon	1.03	2.77
Cannon and Elmira	1.21	1.00
Elmira and Batavia	1.47	1.66
Batavia and Dixon	1.47	1.46

STATIONS.	East.	West.
Dixon and Tremont	2.13	1.38
Tremont and Davis	1.66	1.00
Davis and Webster	F	1.73
Webster and Sacramento	1.47	1.33
Sacramento and Brighton	1.84	1.00
Brighton and Florin	1.00	2.14
Florin and Elk Grove	2.00	1.46
Elk Grove and McConnel	2.00	2.66
McConnel and Galt	1.66	1.00
Galt and Acampo	2.00	1.33

STATIONS.	East.	West.
Acampo and Lodi	1.00	1.33
Lodi and Castle	2.20	2.66
Castle and Stockton	2.00	2.77
Stockton and Lathrop	2.66	1.80
Lathrop and Banta	2.66	1.08
Banta and Tracy	1.23	1.08
Tracy and Midway	F	1.22
Midway and Altamont	F	1.00
Altamont and Livermore	1.00	F
Livermore and Pleasanton	1.26	5.47

STATIONS.	East.	West.
Pleasanton and Sunol	1.26	1.72
Sunol and Niles	1.17	F
West Oakland and Melrose	2.29	1.40
Melrose and San Leandro	1.53	1.40
San Leandro and Haywards	1.22	1.30
Haywards and Niles	1.01	1.12
Niles and Warm Springs	1.09	1.00
Warm Springs and Milpitas	2.00	1.08
Milpitas and San Jose	1.01	2.76

STATIONS.	East.	West.
Mendota and Firebaugh	1.66	2.60
Firebaugh and Oxalis	2.00	F
Oxalis and Dos Palos	1.93	2.66
Dos Palos and Agatha	1.60	2.66
Agatha and Los Banos	1.33	2.00
Los Banos and Volta	1.40	1.53
Volta and Ingomar	1.50	2.33

STATIONS.	East.	West.
Ingomar and Linora	1.73	1.50
Linora and Gustine	2.33	1.47
Gustine and Newman	1.66	2.66
Newman and Crows Landing	2.66	1.50
Crows Landing and Emerald	1.73	2.00
Emerald and Westley	1.33	1.66
Westley and Vernalis	1.60	1.53

STATIONS.	East.	West.
Vernalis and Yarmouth	1.30	2.66
Yarmouth and Lyoth	2.66	2.00
Lyoth and Tracy	1.50	2.66
Tracy and Bethany	1.50	1.83
Bethany and Herdlyn	1.53	1.53
Herdlyn and Byron	2.66	1.83

STATIONS.	East.	West.
Byron and Brentwood	1.93	1.50
Brentwood and Neroly	1.50	1.50
Neroly and Antioch	1.50	F
Antioch and Los Medanos	1.50	2.00
Los Medanos and Cornwall	1.50	2.33
Cornwall and McAvoy	1.53	2.66

STATIONS.	East.	West.
McAvoy and Bay Point	1.66	2.33
Bay Point and Avon	2.66	2.66
Avon and Martinez	2.53	2.66
Martinez and Port Costa	F	2.26
Port Costa and Crockett	2.66	2.53
Crockett and Vallejo Jct.	F	1.83

STATIONS.	East.	West.
Fresno and Herndon	1.50	2.00
Herndon and Madera	1.50	1.90
Madera and Berenda	1.50	2.50

STATIONS.	East.	West.
Berenda and Minturn	1.50	2.60
Minturn and Athlon	1.50	2.20
Athlone and Merced	1.60	2.10

STATIONS.	East.	West.
Merced and Atwater	2.00	2.00
Atwater and Livingston	1.80	F
Livingston and Turlock	1.80	F

STATIONS.	East.	West.
Turlock and Keyes	2.30	F
Keyes and Modesto	2.00	2.00

STATIONS.	East.	West.
Modesto and Ripon	2.20	F
Ripon and Lathrop	1.90	F

STATIONS.	East.	West.
Santa Rosa and Melitta	5.80	1.22
Melitta and Annadel	3.90	1.22

STATIONS.	East.	West.
Annadel and Kenwood	1.76	1.22
Kenwood and Glen Ellen	1.58	1.43

STATIONS.	East.	West.
Glen Ellen and El Verano	1.58	F
El Verano and Shellville	2.35	6.00

STATIONS	East.	West.
Shellville and Napa Jct.	2.94	1.36
Napa Jct. and Creston	F	1.00

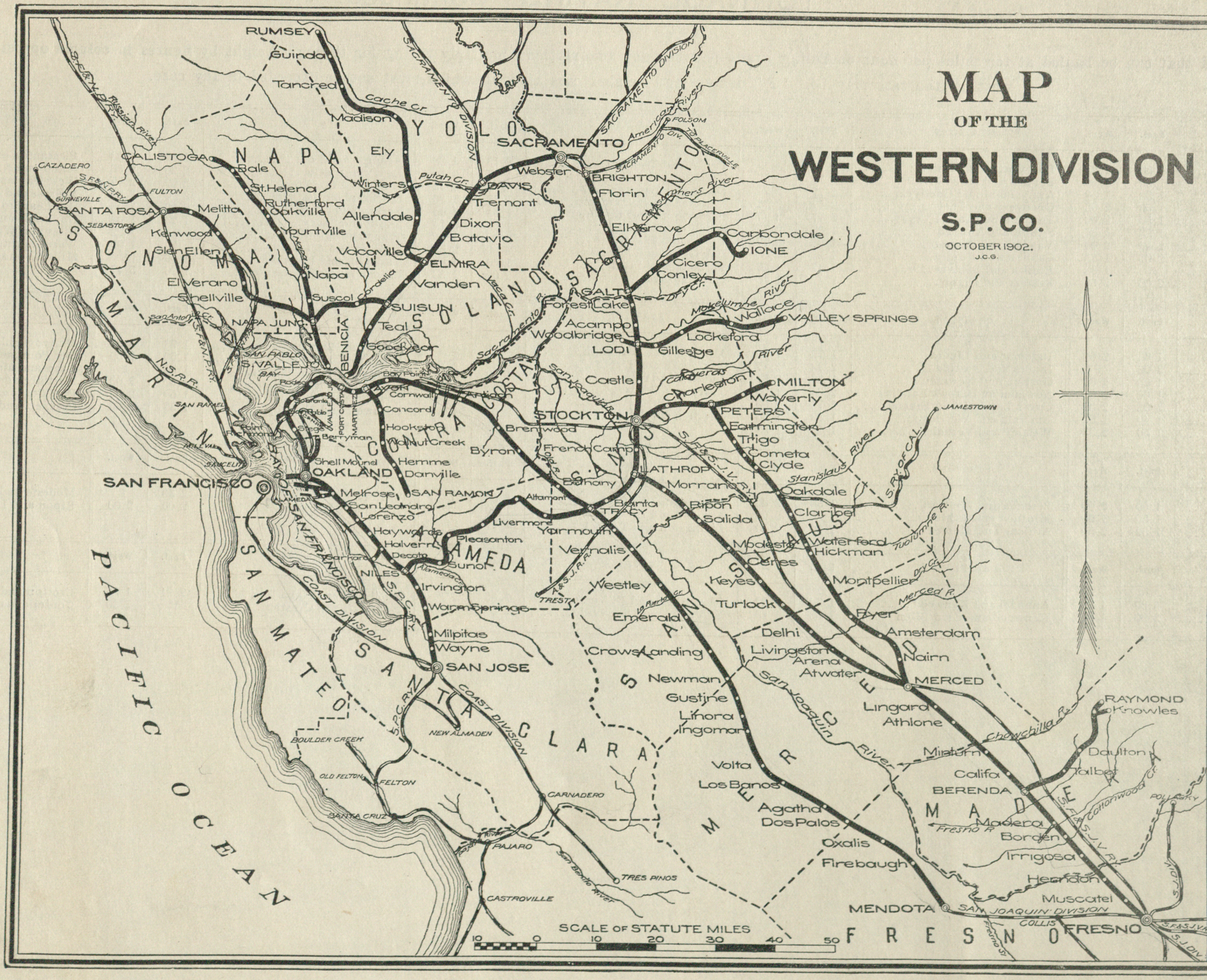
STATIONS. .	East.	West.
Creston and Cordelia	1.00	F
Cordelia and Suisun	4.30	2.40

WIRE RECEIPT
AT ONCE
W. S. PALMER

2 E B Carson
San Fran

MAP
OF THE
WESTERN DIVISION
S.P. CO.

OCTOBER 1902.
J.C.G.


RUMSEY
Guinda
Tancred
Madison
YOLO
Cache Cr
SACRAMENTO DIVISION
SACRAMENTO
Webster
BRIGHTON
Florin
Elk Grove
Folsom
American River
To Placerville
Cosumnes River
Carbondale
IONE
Cicero
Conley
GALT
Forest Lake
Dry Cr.
Acampo
Woodbridge
LODI
Gillespie
Lockeford
Wallace
VALLEY SPRINGS
Mokelumne River
Calaveras River
Castle
Charleston
MILTON
Waverly
PETERS
Farmington
Trigo
Cometa
Clyde
JAMESTOWN
S. RY. OF CAL.
Stanislaus River
Oakdale
Claribel
Waterford
Hickman
Tuolumne R.
Montpellier
Dry Cr.
Merced R.
Ryer
Amsterdam
Nairn
MERCED
Lingard
Athlone
Chowchilla R.
RAYMOND
Knowles
Daulton
Talbot
Cottonwood Cr.
Califa
BERENDA
Minturn
MADERA
Madera
Borden
Fresno R.
Irrigosa
Herndon
Muscatel
FRESNO
MENDOTA
SAN JOAQUIN DIVISION
COLLIS
S.F. & S.J.V. R.
S.J. DIV.
CALISTOGA
NAPA
Bale
St. Helena
Rutherford
Oakville
Yountville
Napa
Suscol
Cordelia
NAPA JUNC.
Ely
Winters
Putah Cr.
DAVIS
Tremont
Allendale
Dixon
Batavia
Vacaville
ELMIRA
Vanden
SUISUN
Teal
SOLANO
BENICIA
Goodyear
CAZADERO
GUERNEVILLE
FULTON
SANTA ROSA
SEBASTOPOL
Melitta
Kenwood
Glen Ellen
SONOMA
El Verano
Shellville
MARIN
San Antonio Cr.
N.S.R.R.
SAN RAFAEL
S. VALLEJO
SAN PABLO BAY
Bay Point
Avon
Cornwall
Antioch
Concord
Hookston
Walnut Creek
Berryman
Shell Mound
OAKLAND
Hemme
Danville
SAN RAMON
CONTRA COSTA
Brentwood
Byron
Sacramento R.
San Joaquin R.
STOCKTON
French Camp
LATHROP
Bethany
Morrano
Ripon
Salida
Modesto
Ceres
Keyes
Turlock
SAN JOAQUIN
STANISLAUS
Altamont
Banta
TRACY
Livermore
Yarmouth
Vernalis
Pleasanton
Sunol
ALAMEDA
SAN FRANCISCO
ALAMEDA
Melrose
San Leandro
Lorenzo
Haywards
Halvern
Decoto
NILES
Alameda Cr.
Irvington
Warm Springs
Milpitas
Wayne
SAN JOSE
SAN FRANCISCO BAY
SAN MATEO
COAST DIVISION
SANTA CLARA
NEW ALMADEN
BOULDER CREEK
OLD FELTON
FELTON
SANTA CRUZ
CARNADERO
PAJARO
TRES PINOS
San Benito River
CASTROVILLE
A. & S.J. R.R.
TRESTA
Westley
Emerald
Crows Landing
Delhi
Livingston
Arena
Atwater
Newman
Gustine
Linora
Ingomar
San Joaquin River
Volta
Los Banos
Agatha
Dos Palos
Oxalis
Firebaugh
MERCED
FRESNO
PACIFIC OCEAN
SCALE OF STATUTE MILES
10
0
10
20
30
40
50